LOCAL NOTICE TO MARINERS

District: 5 Week: 13/20

COASTAL WATERS FROM SHREWSBURY RIVER, NEW JERSEY TO LITTLE RIVER, SOUTH CAROLINA

The Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District and is updated each Tuesday on the U.S. Coast Guard Navigation Center website at https://www.navcen.uscg.gov/.

If you have questions about the Fifth Coast Guard District Local Notice to Mariners (LNM), please contact:

COMMANDER
FIFTH COAST GUARD DISTRICT (dpw)
431 Crawford Street
Portsmouth, Virginia 23704

or for correspondence and article requests:
ward.b.posey@uscg.mil, (757) 398-6229 and CGD5Waterways@uscg.mil

All bearings are in degrees TRUE - All times are in Local Time unless otherwise noted.

AIDS TO NAVIGATION DISCREPANCY REPORTING
To report any Aids to Navigation discrepancies (missing, damaged, extinguished lights, off station), shoaling or hazards to navigation, discrepancies to bridge lighting, please contact the following 24 hour numbers:

1. For PA, NJ, DE waters, coastal and tributaries contact COGARD SECTOR DELAWARE BAY at (215) 271-4940.
2. For MD, DE in the Upper Chesapeake Bay and tributaries contact COGARD SECTOR MARYLAND NATIONAL CAPITAL REGION at (410) 576-2525.
3. For VA in Lower Chesapeake Bay below Smith Point Light and tributaries and VA, MD Eastern Shore Bay and coastal contact COGARD SECTOR VIRGINIA at (757) 483-8567.
4. For NC waters, coastal and tributaries contact COGARD SECTOR NORTH CAROLINA at (910) 343-3882.

REFERENCES
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2018 (50th) Edition.

NAVIGATION INTERNET SITES
2019 Light List/ Weekly Updates.

Bridges Public Notice Website.
https://www.navcen.uscg.gov/

NOAA Chart Corrections and Chart Viewer
http://www.nauticalcharts.noaa.gov

Coast Pilots, along with corrections are available at

D5 LNM Archived Back Issues
https://www.navcen.uscg.gov/

Chesapeake Bay NOAA Weather Buoys
www.buoybay.noaa.gov

Tides, Currents, PORTS
http://www.tidesandcurrents.noaa.gov

Weather
http://www.weather.gov
**ABBREVIATIONS**

<table>
<thead>
<tr>
<th>A through H</th>
<th>I through O</th>
<th>P through Z</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADRIFT - Buoy Adrift</td>
<td>I - Interrupted</td>
<td>PRIV - Private Aid</td>
</tr>
<tr>
<td>AICW - Atlantic Intracoastal Waterway</td>
<td>ICW - Intracoastal Waterway</td>
<td>Q - Quick</td>
</tr>
<tr>
<td>AI - Alternating</td>
<td>IMCH - Improper Characteristic</td>
<td>R - Red</td>
</tr>
<tr>
<td>B - Buoy</td>
<td>INL - Inlet</td>
<td>RACON - Radar Transponder Beacon</td>
</tr>
<tr>
<td>BKW - Breakwater</td>
<td>INOP - Not Operating</td>
<td>Ra ref - Radar reflector</td>
</tr>
<tr>
<td>bl - Blast</td>
<td>INT - Intensity</td>
<td>RBN - Radio Beacon</td>
</tr>
<tr>
<td>BNM - Broadcast Notice to Mariner</td>
<td>ISL - Islet</td>
<td>REBUILT - Aid Rebuilt</td>
</tr>
<tr>
<td>bu - Blue</td>
<td>Iso - Isophase</td>
<td>RECOVERED - Aid Recovered</td>
</tr>
<tr>
<td>C - Canadian</td>
<td>kHz - Kilohertz</td>
<td>RED - Red Buoy</td>
</tr>
<tr>
<td>CHAN - Channel</td>
<td>LAT - Latitude</td>
<td>REFL - Reflective</td>
</tr>
<tr>
<td>CGD - Coast Guard District</td>
<td>LB - Lighted Buoy</td>
<td>RRL - Range Rear Light</td>
</tr>
<tr>
<td>C/O - Cut Off</td>
<td>LBB - Lighted Bell Buoy</td>
<td>RELIGHTED - Aid Reit</td>
</tr>
<tr>
<td>CONT - Contour</td>
<td>LHB - Lighted Horn Buoy</td>
<td>RELOC - Relocated</td>
</tr>
<tr>
<td>CRK - Creek</td>
<td>LGB - Lighted Gong Buoy</td>
<td>RESET ON STATION - Aid Reset on Station</td>
</tr>
<tr>
<td>CONST - Construction</td>
<td>LONG - Longitude</td>
<td>RFL - Range Front Light</td>
</tr>
<tr>
<td>DAYMK/Daymk - Daymark</td>
<td>LNM - Local Notice to Mariners</td>
<td>RIV - River</td>
</tr>
<tr>
<td>DBN/Dbn - Daybeacon</td>
<td>LT - Light</td>
<td>RRASS - Remote Radio Activated Sound Signal</td>
</tr>
<tr>
<td>DBD/DAYBD - Dayboard</td>
<td>LT CONT - Light Continuous</td>
<td>s - seconds</td>
</tr>
<tr>
<td>DEFAF - Defaced</td>
<td>LTR - Letter</td>
<td>SEC - Section</td>
</tr>
<tr>
<td>DEST - Destroyed</td>
<td>LWB - Lighted Whistle Buoy</td>
<td>SHL - Shoaling</td>
</tr>
<tr>
<td>DISCON - Discontinued</td>
<td>LWP - Left Watching Properly</td>
<td>SIG - Signal</td>
</tr>
<tr>
<td>DMGD/DAMGD - Damaged</td>
<td>MHz - Megahertz</td>
<td>SND - Sound</td>
</tr>
<tr>
<td>ec - eclipse</td>
<td>MISS/MSNG - Missing</td>
<td>SPM - Single Point Mooring Buoy</td>
</tr>
<tr>
<td>EST - Established Aid</td>
<td>Mo - Morse Code</td>
<td>SS - Sound Signal</td>
</tr>
<tr>
<td>ev - every</td>
<td>MRASS - Marine Radio Activated Sound Signal</td>
<td>STA - Station</td>
</tr>
<tr>
<td>EVAL - Evaluation</td>
<td>MSLD - Misleading</td>
<td>STRUCT - Structure</td>
</tr>
<tr>
<td>EXT - Extinguished</td>
<td>N/C - Not Charted</td>
<td>St M - Statute Mile</td>
</tr>
<tr>
<td>F - Fixed</td>
<td>NGA - National Geospatial-Intelligence Agency</td>
<td>TEMP - Temporary Aid Change</td>
</tr>
<tr>
<td>fl - flash</td>
<td>NO/NUM - Number</td>
<td>TMK - Topmark</td>
</tr>
<tr>
<td>Fl - Flashing</td>
<td>NOS - National Ocean Service</td>
<td>TRBL - Temporarily Replaced by Lighted Buoy</td>
</tr>
<tr>
<td>G - Green</td>
<td>NW - Notice Writer</td>
<td>TRTL - Temporarily Replaced by Light</td>
</tr>
<tr>
<td>GIWW - Gulf Intracoastal Waterway</td>
<td>OBSO - Obscured</td>
<td>USACE - Army Corps of Engineers</td>
</tr>
<tr>
<td>HAZ - Hazard to Navigation</td>
<td>OBST - Obstruction</td>
<td>W - White</td>
</tr>
<tr>
<td>HBR - Harbor</td>
<td>OBSTR - Obstruction</td>
<td>Y - Yellow</td>
</tr>
<tr>
<td>HOR - Horizontal Clearance</td>
<td>Oc - Occulting</td>
<td></td>
</tr>
<tr>
<td>HT - Height</td>
<td>ODAS - Anchored Oceanographic Data Buoy</td>
<td></td>
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</tbody>
</table>

Additional Abbreviations Specific to this LNM Edition:

MD-NCR - Maryland-National Capital Region

**SECTION I - SPECIAL NOTICES**

This section contains information of special concern to the Mariner.

**** NEW OR UPDATED INFORMATION IN THE LOCAL NOTICE TO MARINERS ****

New, updated or very important information in the Local Notice to Mariners (LNM) will be preceded and followed by four asterisks.

****USCG NAVIGATION RULES AND REGULATIONS HANDBOOK, 2014 EDITION****

Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 published non-substantive technical, organizational, and conforming amendments to existing Coast Guard regulations. Included were changes to:

- Vessel Bridge-to-Bridge Radio Telephone Regulations (33 CFR § 26)
- COLREGS Demarcation Lines (33 CFR § 80)
- 72 COLREGS Implementing Rules (33 CFR § 81)
- Inland Navigation Rules (33 CFR § 83)
- Inland Navigation Rules – Implementing Rules (33 CFR § 89)
- Vessel Traffic Management (33 CFR § 161)

All of these rules are represented in the U.S. Coast Guard Navigation Rules and Regulations Handbook. These changes are outlined as originally published in Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 as well as in Enclosure 6 to this Local Notice to Mariners.

LNM: 10/20

****NOVEL CORONAVIRUS – MARINERS AND MARITIME COMMERCE****

UPDATED. An outbreak of respiratory illness caused by a novel coronavirus (COVID-19) may affect mariners and maritime commerce. The CDC has published Interim Guidance for Ships on Managing Suspected Coronavirus Disease 2019 (see https://go.usa.gov/xdfyG). Illness of a person onboard any vessel that may adversely affect the safety of a vessel or port facility is a hazardous condition per 33 CFR 160.216 and must be reported immediately to the U.S. Coast Guard Captain of the Port (COTP). Cases of persons who exhibit symptoms consistent with COVID-19 must be reported to the U.S. Coast Guard COTP. Per 42 CFR 71.21, vessels destined for a U.S. port are required to report to the CDC any sick or deceased crew/passengers during 15 days prior to arrival at the U.S. port. Guidance to vessels to report deaths and illnesses to the CDC can be
Coast Guard District

Mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent

To report any aids to navigation discrepancies (missing, damaged, off station, extinguished lights), shoaling, hazards to navigation, or

Local Notice to Mariners, 5th Coast Guard District for the latest positions and status of aids to navigation:

for areas. The aids to navigation in these inlets may not be charted and may not be marking best water due to continually shifting shoals. Consult

Mariners should use caution when navigating in these areas and passage through the inlets is not recommended without local knowledge of the

US - Atlantic Seacoast - Critically endangered right whales may be encountered in offshore and coastal waters. Right whales are slow moving and

This notice is to notify mariners about accessing hazardous inlets, to heighten public awareness about the hazards that exist in and around the

These online services provide predictions which equal or exceed the accuracy and availability of the predictions at domestic locations provided

These online services provide predictions for the U.S. coasts. International predictions will not be available from the online services. Predictions for countries outside the U.S. may be obtained through the Oceanographic / Hydrographic agency in that country.

Contact NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) with questions or for further information. E-mail:

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CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

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the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision’s in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

INTERFERENCE WITH AIDS TO NAVIGATION
U. S. Code, Title 14, Part I, Chapter 5, § 84. It shall be unlawful for any person, or public body, or instrumentality, excluding the armed forces, to remove, change the location of, obstruct, willfully damage, make fast to, or interfere with any aid to navigation established, installed, operated, or maintained by the Coast Guard pursuant to section 81 of this title, or with any aid to navigation lawfully maintained under authority granted by the Coast Guard pursuant to section 83 of this title, or to anchor any vessel in any of the navigable waters of the United States so as to obstruct or interfere with range lights maintained therein. Whoever violates the provisions of this section shall be guilty of a misdemeanor and shall be fined not more than $1,500 for each offense. Each day during which such violation shall continue shall be considered as a new offense. U. S. Code, Title 14, Part I, Chapter 5, § 84.

U.S. COAST GUARD AUXILIARY – PUBLIC EDUCATION CLASSES – FIND BY ZIPCODE
The National Public Education Calendar Database provides a single, unified national database that holds and displays all public education courses taught by our various flotillas nationwide. In addition, a Zip Code search permits members of the general public to enter a Zip Code of interest, and find all public education courses being taught within a selected distance from that Zip Code.
http://www.cgaux.org/boatinged/class_finder/index.php

WESTERN ATLANTIC AND U.S. COASTAL WATERS - NORTH CAROLINA – SUNKEN MILITARY CRAFT ACT (SMCA) –PROHIBITION ON DISTURBING, REMOVING ARTIFACTS OR DAMAGING SUNKEN CRAFT
All mariners are advised of the special protections provided to sunken military craft by the “Sunken Military Craft Act” (SMCA) (Public Law 108-375). Along the U.S. East Coast, and particularly off North Carolina, there are many sunken U.S. and foreign military craft. Sunken military craft may be the final resting place of military personnel who died in service to their country and are also important historical resources. One very notable example is the wreck of the USS MONITOR, off the NC Coast, also protected by the National Marine Sanctuaries Act. Under international and U.S. law, sunken foreign military craft, including those located in U.S. waters, remain the property of their respective country’s government. Sovereign immune vessels, such as military crafts, are afforded protections under U.S. and international law. Included among these vessels are at least three known sunken German submarines (commonly called U-boats) located in waters off the North Carolina coast. These U-boats remain the property of the Federal Republic of Germany. In accordance with the SMCA, no person shall engage in or attempt to engage in any activity directed at a sunken military craft that disturbs, removes, or injures the sunken craft or the associated contents of the craft except as authorized by law. This includes, but is not limited to, the equipment, cargo, contents of the vessel, and the remains and personal effects of the crew and passengers. Mariners are urged to exercise due care when operating in the vicinity of military wrecks, as they can be damaged by both purposeful or inadvertent activities including anchoring, fishing, diving, and other marine activities. Special dangers, such as unexploded ordnance, may also be associated with sunken military craft, and should be considered when operating in these areas. Violations of the SMCA may subject individuals to penalties of up to $100,000 and to liability for damages. Mariners who witness theft of material from, disturbance of, or damage to a sunken military craft are asked to report it to the nearest U.S. Coast Guard unit.

SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS
The U.S. Coast Guard has become aware that Coast Guard information used to depict a rangeline on NOAA Electronic Navigational Charts (ENC) may not be of sufficient accuracy to accurately portray the rangeline on the ENC. Mariners are cautioned that the position of a rangeline as shown on an ENC may not reflect its true position.

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER
The United States Coast Guard Navigational Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information on GPS and DGPS. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar (NANU). These notices can also be obtained via e-mail subscription through the USCG Navigation Center website (https://www.navcen.uscg.gov/gps/status/default.htm). In addition, the NIS investigates all reports of degradation or loss of GPS and DGPS service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-313-5900, Email: webmaster@navcen.uscg.mil or on the World Wide Web at https://www.navcen.uscg.gov.
BROADCAST NOTICES TO MARINERS
Broadcast Notices to Mariners (BNMs) that are still in effect at the date of this publication.
Sector Delaware Bay (DB) - 036, 037, 038-20.
Sector Maryland (MD) - 037-20.
Sector Virginia (VA) - 047-20.

SECTION II - DISCREPANCIES
This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

**DISCREPANCIES (FEDERAL AIDS)**

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>120</td>
<td>Five Fathom Bank Lighted Buoy F</td>
<td>RAC INOP</td>
<td>12214</td>
<td>NONEDB</td>
<td>27/19</td>
<td></td>
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<td>165</td>
<td>Delaware Lighted Buoy D</td>
<td>RAC INOP</td>
<td>12214</td>
<td>NONEDB</td>
<td>28/19</td>
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<tr>
<td>570</td>
<td>Navy Air Combat Maneuvering Range Tower Light A</td>
<td>LT EXT</td>
<td>12200</td>
<td>413NC</td>
<td>32/16</td>
<td></td>
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<tr>
<td>585</td>
<td>Navy Air Combat Maneuvering Range Tower Light G</td>
<td>LT EXT</td>
<td>12200</td>
<td>407NC</td>
<td>27/12</td>
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<td>635</td>
<td>NOAA Lighted Data Buoy 41001 (ODAS)</td>
<td>ADRIFT</td>
<td>12200</td>
<td>503DS</td>
<td>47/19</td>
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<td>665</td>
<td>Ocracoke Inlet Entrance Lighted Whistle Buoy OC</td>
<td>MISSING</td>
<td>11550</td>
<td>NONENC</td>
<td>37/19</td>
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<tr>
<td>755</td>
<td>Camp Lejeune Danger Zone Lighted Buoy D</td>
<td>MISSING</td>
<td>11543</td>
<td>203NC</td>
<td>24/19</td>
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<tr>
<td>825</td>
<td>Frying Pan Shoals Slough Buoy 1</td>
<td>MISSING</td>
<td>11536</td>
<td>466NC</td>
<td>50/19</td>
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<tr>
<td>942</td>
<td>Barnegat Inlet North Breakwater Light 6</td>
<td>LT EXT</td>
<td>12324</td>
<td>032DB</td>
<td>10/20</td>
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<td>950</td>
<td>Barnegat Inlet Lighted Buoy 9</td>
<td>OFF STA</td>
<td>12324</td>
<td>NONE</td>
<td>06/20</td>
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<td>1100</td>
<td>Little Egg Inlet Lighted Buoy 1</td>
<td>MISSING</td>
<td>12316</td>
<td>345DB</td>
<td>51/19</td>
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<td>1525</td>
<td>South Shoal Lump Buoy 8B</td>
<td>MISSING</td>
<td>12216</td>
<td>213DB</td>
<td>32/19</td>
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<td>1555</td>
<td>Brandywine Shoal Light</td>
<td>REDUCED INT</td>
<td>12214</td>
<td>347DB</td>
<td>51/19</td>
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<td>1640</td>
<td>Ship John Shoal Light</td>
<td>LT EXT</td>
<td>12304</td>
<td>322DB</td>
<td>45/19</td>
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<td>2050</td>
<td>Harbor Of Refuge North End Light 1</td>
<td>STRUCT DEST/TRLB</td>
<td>12216</td>
<td>601DS</td>
<td>52/16</td>
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<tr>
<td>2580</td>
<td>Reedy Island Range Front Light</td>
<td>REDUCED INT</td>
<td>12311</td>
<td>187DB</td>
<td>29/19</td>
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<tr>
<td>2680</td>
<td>Salem River Entrance Channel Light 7</td>
<td>REDUCED INT/STRUCT DMGD</td>
<td>12277</td>
<td>171DB</td>
<td>18/18</td>
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<tr>
<td>2874</td>
<td>Pea Patch Island Dike Warning Light E</td>
<td>LT EXT/STRUCT DMGD</td>
<td>12311</td>
<td>433DB</td>
<td>39/18</td>
<td></td>
</tr>
<tr>
<td>4150</td>
<td>Kinkora Upper Range Rear Light</td>
<td>LT EXT</td>
<td>12314</td>
<td>616DB</td>
<td>47/15</td>
<td></td>
</tr>
<tr>
<td>4439</td>
<td>Middle Island West Channel Daybeacon 5</td>
<td>STRUCT DEST</td>
<td>12216</td>
<td>145DB</td>
<td>09/18</td>
<td></td>
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<tr>
<td>6390</td>
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This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

### TEMPORARY CHANGES

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PLATFORM TEMPORARY CHANGES

None

PLATFORM TEMPORARY CHANGES CORRECTED

None

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections. It contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

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<th>Horizontal Datum Reference</th>
<th>Source of Correction</th>
<th>Current Local Notice to Mariners</th>
<th>Corrective Action Object of Corrective Action Position</th>
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<td>19-APR-97</td>
<td>NAD 83</td>
<td>27/97</td>
<td>Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER</td>
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(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.
This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

**SUMMARY OF ADVANCED APPROVED PROJECTS**

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### ****VA – CAPE CHARLES CITY CHANNEL – AID TO NAVIGATION CHANGES****

On or about April 25, 2020 the Coast Guard will be making the following changes to the Aids to Navigation marking Cape Charles City Channel.

- Change Cape Charles City Lighted Buoy 1CC (LLNR 21450) to Cape Charles City Light 1CC (LLNR 21450) and relocate to approximate position: 37°13'58.510N—76°02'57.720 W, with SG’s on multi-pile structure.
- Discontinue Cape Charles City Lighted Buoy 2 (LLNR 21455).
- Establish Cape Charles City Light 3 (LLNR 21455*) in approximate position: 37°14'16.310N—76°02'25.820 W, with a Quick flashing green light and SG’s on multi-pile structure.
- Relocate Cape Charles City Light 4 (LL 21470) to approximate position: 37°14'56.690N—76°02'00.050 W.
- Rename Cape Charles City Approach Light C (LLNR 21475) to Cape Charles City Warning Light A (LLNR 21475) and change dayboards to NW’s.
- Discontinue Cape Charles City Buoy 5 (LLNR 21480).
- Change Cape Charles City Buoy 6 (LLNR 21485) to Cape Charles City Light 7 (LLNR 21485) in approximate position: 37°15'48.930N—76°01'48.370 W with a flashing 2.5s green light and SG’s on pile.
- Change Cape Charles City Jetty Light (LLNR 21495) to a flashing 2.5s white light and NW dayboards.
- Change Cape Charles City Light 11 (LLNR 21500) to Cape Charles City Daybeacon 9 (LLNR 21500) and relocate to approximate position: 37°15'57.740N—76°01'37.300 W with SG’s on pile.

**Charts:**

- 12221
- 12224

**LNM:** 13/20

### ****NC - BEAUFORT INLET – AID TO NAVIGATION CHANGES – PHASE 2****

Based on the Waterway Analysis and Management System Review completed in March of 2019, the Coast Guard will commence Phase 2 of the renumbering and realignment of the Aids to Navigation in Beaufort Inlet during the first two weeks of April.

The following aid to navigation will be discontinued:

- Morehead City Channel Lighted Buoy 20 (LLNR 29427)
- Morehead City Channel Lighted Buoy 22 (LLNR 29445)

The bellow changes will be made to the following aid to navigation:

- Morehead City Channel Lighted Buoy 19 (LLNR 29425) renumber to Buoy 15.
- Morehead City Channel Lighted Buoy 18 (LLNR 29395) renumber to Buoy 16.
- Morehead City Channel Lighted Buoy 21 (LLNR 29410) renumber to Buoy 17.
- Morehead City Channel Lighted Buoy 23 (LLNR 29420) renumber to Buoy 19.
- Morehead City Channel Lighted Buoy 24 (LLNR 29425) renumber to Buoy 20.
- Morehead City Channel Lighted Buoy 25 (LLNR 29430) renumber to Buoy 21.
- Morehead City Channel Lighted Buoy 27 (LLNR 29435/38525) renumber to Buoy 23.
- Beaufort Harbor Channel Lighted Buoy 18H (LLNR 34810) renamed Beaufort Harbor Channel Lighted Junction Buoy BH change to Fl(2+1) R 6s 4M and relocate to 34°42'06.555N / 076°40'38.000W.

Phase 3, scheduled for May 2020, will consist of renumbering the remaining Beaufort Inlet Channel Buoys 15 through 17 which are located in the cutoff and will be relocated to best mark natural occurring deep water where USACE will also focus maintenance dredge operations. The Fort Macon Range will be discontinued and warning light will be placed on the structure until future removal is scheduled.

Mariners should monitor weekly Local Notice to Mariners for updates to project number 05-19-061.

**Charts:**

- 11520
- 11543
- 11544
- 11547

**LNM:** 07/20

### ****NC - BEAUFORT INLET – AID TO NAVIGATION CHANGES – PHASE 3****
Based on the Waterway Analysis and Management System Review completed in March of 2019, the Coast Guard will commence Phase 3 of the renumbering and realignment of the Aids to Navigation in Beaufort Inlet during the second half of May.

The following aids to navigation will be discontinued:
- Fort Macon Reach Range Front Light (LLNR 29395).
- Fort Macon Reach Range Rear Light (LLNR 29400).

The below changes will be made to the following aids to navigation:
- Beaufort Inlet Channel Lighted Buoy 15 (LLNR 29380) renumber to Buoy 9, relocated to 34°40'51.000"N / 076°40'10.300"W and light reduced to 4M.
- Beaufort Inlet Channel Lighted Buoy 14 (LLNR 29375) renumber to Buoy 10 and light reduced to 4M.
- Beaufort Inlet Channel Lighted Buoy 17 (LLNR 29390) renumber to Buoy 11 and light reduced to 4M.
- Beaufort Inlet Channel Lighted Buoy 16 (LLNR 29387) renumber to Buoy 12.
- Beaufort Inlet Channel Lighted Buoy 16A (LLNR 29388) renumber to Buoy 14, light reduced to 4M and relocated to mark natural deep water in cutoff channel.

The following aids to navigation will be established:
- Fort Macon Warning Light A with light characteristic of Fl W 4s 15ft 4M at 34°42'04.913"N / 076°40'22.469"W.
- Fort Macon Warning Light B with light characteristic of Fl W 4s 15ft 4M at 34°41'06.411"N / 076°39'57.914"W.

**SECTION VI - PROPOSED CHANGES**

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids is considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing the aid is considered. In this regard, the Coast Guard is evaluating changes in aids to navigation as noted in the articles. Users can provide feedback by filling out the District 5 Waterway Proposals data/feedback form, located at the NAVCEN D5 LNM website: https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal.Feedback_Form.pdf

This section also includes Public Notices for proposed changes to the bridges within the Fifth Coast Guard with a request for comments as indicated.

**PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT**

<table>
<thead>
<tr>
<th>Proposed Project(s)</th>
<th>Closing</th>
<th>Docket No.</th>
<th>Ref. LNM</th>
</tr>
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<tbody>
<tr>
<td>None</td>
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**COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES**

Periodically, the Coast Guard evaluates the system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing the aid is considered. In this regard, the Coast Guard is evaluating changes in aids to navigation as noted in the articles. Users can provide feedback by filling out the District 5 Waterway Proposals data/feedback form, located at the NAVCEN D5 LNM website: https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal.Feedback_Form.pdf

**MD – UPPER CHESAPEAKE CHANNEL – ELK RIVER – AIDS TO NAVIGATION CHANGES****

The Coast Guard Fifth District is proposing to discontinue Worton Point Light (LLNR 8760), Howell Point Light (LLNR 8880) and Arnold Point Light (LLNR 9000) based on the other aids to navigation in the area, changing software, GPS and proliferation of AIS. Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal.Feedback_Form.pdf

All comments will be carefully considered and are requested prior to April 20, 2020 to be considered in the analysis. Refer to project number 05-20-029(D)

Send comments to CGDSWaterways@uscg.mil, or mail to:
U. S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704
Charts: 12273 12274

**NC – CAPE MAY TO CAPE HATTERAS – CURRITUCK LB6 AND BODIE ISLAND LB 8 – PROPOSAL TO DISCONTINUE****

The Coast Guard Fifth District is proposing to discontinue Currituck Lighted Buoy 6 (LLNR 560) and Bodie Island Lighted Buoy 8 (LLNR 565) following the completion of the Atlantic Seacoast Waterways Analysis and Management System study, which considered navigation routes, AIS data, vessel training and carriage requirements, and the wide-spread use of technology such as GPS and charting software. Based on our review of this study, the vessel traffic and aids to navigation in the area, these buoys are no longer needed.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal.Feedback_Form.pdf

All comments will be carefully considered and are requested prior to May 4, 2020 to be considered in the analysis. Refer to project number 05-20-028(D)

Send comments to CGDSWaterways@uscg.mil, or mail to:
U. S. Coast Guard Fifth District
Waterways Management (dpw)
VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES
Rocket launches are regularly scheduled in the vicinity of Wallops Island, VA, Danger Zone 334.130. Prior to these launches, visual signals will be displayed consisting of either a large orange-colored, "blimp-shaped" balloon by day or a rotating alternately red and white beacon by night. The balloon will be flown from a position at 37-50-38N, 75-28-47W and the beacon will be displayed approximately 200 feet above mean high water in position 37-50-16N, 75-29-07W. While the warning signal is displayed, all persons and vessels in the Danger Zone, except vessels entering or departing Chincoteague Inlet, shall leave the zone promptly by the shortest possible route and remain outside the zone until allowed by a patrol boat to enter or the danger signal has been discontinued. Vessels entering or departing Chincoteague Inlet must take the shortest route possible upon display of the danger signal. The Danger Zone is depicted on navigational charts 12210 and 12211 with corner points starting in the vicinity of Assawoman Inlet and proceeding southerly to position 37-43-20N, 075-29-41W; thence northeasterly to a point in the vicinity of Chincoteague Shoals; thence westerly back to Wallops Island shoreline.

Charts: 12210 12211

LNM: 04/17

VA - WILLOWBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS
Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:
- Willowby Bay
- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.
- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white sled approximately the size of a pick up truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

All mariners are requested to remain well clear of the helicopters, the towed devices, and the area extending directly behind the aircraft for four hundred yards. Do not approach or cross the area directly behind the towed device as a submerged hazard exists regardless of whether the device is in motion or stationary.

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250-foot radius around these helicopters, sufficient to blow people and objects from exposed decks and capsize small craft. The towed devices may be completely invisible and include large cables on or just below the surface streaming up to 1200 feet behind the aircraft. AMCM helicopters will transit to and from the area described above in the following manner: Outboard from the seaplane ramp at the Norfolk Naval Air Station across Willoughby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21 either northerly back to Norfolk or southerly to Willowby Bay.

LNM: 19/16

VA - VIRGINIA CAPES OPERATING AREA (VCOA) - PERMANENT MINE WARFARE TRAINING FIELDS
The U.S. Navy has established four permanent mine warfare training fields within the Virginia Capes Operating Areas. The bounding coordinates for each field are as follow:

AREA A: 37-09.0N 075-31.0W, 37-09.0N 075-34.7W, 37-12.0N 075-31.0W, 37-12.0N 075-34.7W.
AREA B: 36-29.0N 075-31.8W, 36-29.0N 075-35.5W, 36-26.0N 075-35.5W, 36-26.0N 075-31.8W.
AREA C: 36-29.0N 075-31.8W, 36-29.0N 075-24.5W, 36-26.0N 075-24.5W, 36-29.0N 075-20.8W.
AREA D: 36-46.5N 075-47.8W, 36-46.5N 075-46.5W, 36-47.5N 075-46.5W, 36-47.5N 075-47.8W.

Each area contains inert bottom and moored training mines that pose a potential hazard to dredging operations and trawler nets. All moored mines are placed at a minimum of 40 feet depth (MLLW) to preclude them as hazards to navigation.

LNM: 01/16

VA - COASTAL - STATE MILITARY RESERVATION, CAMP PENDLETON, VIRGINIA BEACH - SMALL ARMS LIVE FIRE SCHEDULE
The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as “all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a point on shore at 36° 49' 09"N, 075° 58' 45"W”. All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (42nd) Edition when operating south of the entrance to the
Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

Charts: 12205 12207 12221

DREDGING AND MARINE CONSTRUCTION CAUTIONS

Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week. All fishnets, crab pots and structures in the general area must be removed prior to commencement of any work. A NO WAKE transit is requested of all vessels passing the dredge and if necessary to clarify a SAFE PASSAGE contact the dredge on the appropriate VHF-FM channels.

****NJ – DE – VA - UNMANNED MARITIME VEHICLE OPERATIONS****

Liquid Robotics (www.liquid-robotics.com) will conduct continuous autonomous, unmanned maritime vehicle operations from 23 March through 31 JULY 2020, within five miles of the line between the following two coordinates:

40° 4’ 37.0236” N, 66° 27’ 28.6626” W (40.076950714504356, -66.45796175781251)
36° 48’ 29.2032” N, 73° 16’ 29.9208” W (36.80812043432956, -73.27497835937501)

Operations consist of scientific ocean data collection. Wave Gliders carry no fuel, lubricants, or hydrocarbons, are wave powered, remotely attended from our Wave Glider Operations Center (WGOC), moving at speeds of typically 1kt, and designed to give way or part if encountered by a vessel. They are subsea size, black in color, with a contact plaque. Mariners are urged to transit the area with caution. For up-to-date information, mariners can contact Liquid Robotics Operations Center at +1 408 636 4205, or by email at support@liquid-robotics.com.

Charts: 12200 12300

NJ – BARNEGAT INLET TO OCEAN CITY – OFF SHORE – SURVEY ACTIVITIES

Ocean Wind Survey Vessels ROYAL and SHEARWARTER are conducting surveys in this area. All Mariners transiting or fishing in the survey area are requested to give a wide berth to survey vessels, as they may be limited in their ability to maneuver (VRAM) and towing gear out to 300 meters behind the vessel. For additional information or questions, contact John O’Keeffe at 857-332-4485.

Chart 12318

****NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY – INSHORE SURVEY ACTIVITIES****

Ocean Wind Survey Vessels HENRY HUDSON and VISION will be conducting inshore survey activities in Barnegat Bay.

Chart 12316

NJ – DE – OFFSHORE – ENTRANCE TO DELAWARE BAY – GEOTECHNICAL SURVEYING

The Skipjack Wind Farm (SJWF) is an offshore wind farm planned for federal waters off the coast of Delaware and Maryland. The SJWF will consist of wind turbines, an offshore substation, and subsea transmission system to shore. Marine survey activities are currently ongoing. Marine construction is planned to start in 2022. Mariners transiting or fishing in the survey area are requested to provide a wide berth to survey vessels, as they will be limited in their ability to maneuver, and deploying various equipment to the seabed. For more information, contact Edward LeBlanc, Orsted Marine Affairs Manager, at 978-447-2737.

Chart 12214

****PA – DELAWARE RIVER – SCHUYLKILL RIVER – SUBMERGED OBJECT****

A submerged object has been reported in the Schuylkill River near Mud Island. Mariners are advised to use extreme caution when transiting this portion of the Schuylkill River as depth at mean low low water could be hazardous to navigation. Vessels drafting over 25 feet should avoid this area and transit around the object. Minimum depth 31.6 feet at mean low low water. Approximate location 39°33’25063N, 075°11.698723W.

Approximately 25 feet west of channel centerline.

The U.S. Army Corps of Engineers is currently evaluating the object and assessing the potential for removal. If you have any questions regarding the content of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Command Center at (215) 271-4807.

Chart 12313

****PA – NJ – DELAWARE RIVER – FRANKFORT CHANNEL – TACONY CHANNEL – MUD ISLAND RANGE - SUBMERGED OBJECTS****

Submerged objects that have been reported in the Frankford Channel, Tacony Channel, Mud Island Range and Edgewater Channel on the Delaware River. Mariners are advised to use extreme caution when transiting these portions of the Delaware River as some depths at mean low low water could be hazardous to navigation. Vessels drafting over 35 feet should avoid these areas and transit around the objects.

Frankford Channel:
Minimum depth 39.7 feet at mean low low water.
Approximate location 40°0.931N, 075°2.099W.
Approximately 10 feet inside green toe.

Tacony Channel:
Minimum depth 39.8 feet at mean low low water.
Approximate location 40°1.019N, 075°1.720W.
Approximately on centerline of channel.

Mud Island Range:
Minimum depth 36.2 feet at mean low low water.
Approximate location 40°2.563N, 074°59.026W.
Approximately 25 feet east of channel centerline.

Edgewater Channel Object:
Minimum depth 37.1 feet at mean low low water.
****PA – NJ – DELAWARE RIVER – FRANKFORT CHANNEL – TACYON CHANNEL – MUD ISLAND RANGE - SUBMERGED OBJECTS****
Approximate location 40°24.32016N, 074°54.581715W.
Approximately 30 feet inside green toe.
The U.S. Army Corps of Engineers is currently evaluating the objects and assessing the potential for removal. If you have any questions regarding the content of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Command Center at (215) 271-4807.
Chart 12314
LNM: 52/19

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - ISLE OF WIGHT BAY – HAZARD TO NAVIGATION
The Coast Guard received a report of a 12-14 inch diameter dredge pipe running through Isle of Wight Bay. It is marked by a danger obstruction buoy in position 3821.474N 07505.701W. Mariners are urged to transit the area with caution. MD-NCR BNM 170-19
Chart 12211
LNM: 24/19

****MD – PATUXENT RIVER - MD 231 - PRINCE FREDERICK ROAD BRIDGE – INSPECTION****
An engineering firm on behalf of the Maryland State Highway Administration will be performing an inspection at the MD 231 (Prince Frederick Road) Bridge, across Patuxent River, at mile 24.4, in Benedict, MD. The inspection will be conducted between Monday, March 9, 2020, and Thursday, April 30, 2020; Mon-Fri; from 9 a.m. to 3 p.m. The bridge inspection will require a 20 foot pontoon boat, and a 20 foot motor boat to work in and around the navigable channel. The vessels will be working in the navigation channel from March 23 through March 30. The inspection will not affect normal operations for the movable span at anytime. The vessels will be monitoring VHF channel 13, and the boat captain can be reached at (860) 459-5621. The inspection vessels can relocate with 15 minutes notice. Mariners should use extreme caution when transiting the area.
Chart 12220
LNM: 10/20

****MD – EASTERN BAY - MILES RIVER – OAK CREEK – MD 33 – ST MICHAELS ROAD – REDUCED VERTICAL CLEARANCE****
The Maryland Department of Transportation State Highway Administration is cleaning/painting bridge number 2000200, MD 33 (St. Michaels Road) over Oak Creek in the Newcomb area of Talbot County. Scaffolding hung from all spans will reduce existing clearance by four (4) feet. This reduced clearance will be in effect from February 8, 2020 through April 1, 2020.
Chart 12270
LNM: 06/20

****MD – EASTERN BAY – COVE CREEK – DREDGING****
Maintenance dredging will take place in the entrance to Cove Creek Club Marina between 15 Mar and 15 Apr 2020. Contact Mark McCloy at 410-643-4868 for any questions or additional information.
Chart 12270
LNM: 11/20

MD – VA – POTHOMAC RIVER – GEOFUNICAL DRILLING OPERATIONS
Geotechnical drilling operations in support of the Harry W. Nice Memorial – Thomas “Mac” Middleton Bridge replacement project are scheduled to commence in the Potomac River between Newburg MD and Dahlgren VA on or about January 28, 2020. This phase of work will consist of drilling rigs on two spud barges and support vessels at various locations across the river north of the existing bridge, including two locations (future bridge piers) within the Federal navigation channel. This work will be conducted 24-hrs per day Monday through Saturday with Sunday work possible, pending weather delays. Marine equipment on site will include the “CTS11” (a 30x120 self-spudding deck barge), “H39090” (a 30x90 self-spudding deck barge), and the “Annie G” (a 25-foot push boat). Mariners are urged to use caution when transiting the area and operate at minimum speed necessary to maintain safe course near the work site. Interested mariners can contact vessels Annie G or CTS11 via marine band radio VHF-FM channels 16 and 13 when actively working on the river, or call Bob Stothoff at 201.433.9797 or 201.704.8844 for information. Boring operations will be conducted in the approximate locations Pier 43, Pier 44, Pier 45.
Chart 12287
LNM: 03/20

****MD – CHESAPEAKE BAY – CURTIS CREEK - PENNINGTON AVENUE BRIDGE ****
An engineering firm, on behalf of the Maryland State Highway Administration, will be performing bridge maintenance at the Pennington Avenue Bridge, at mile 0.9, across Curtis (Creek) Bay in Baltimore, MD beginning May 12, 2020 through May 13, 2020 from 6 a.m. to 2 p.m. To facilitate the maintenance, the bridge will remain in the closed position. No vessels or barges will be in the navigational channel. Mariners should exercise caution when transiting the area.
Chart 12278
LNM: 13/20

****MD – VA – NC – OFFSHORE – UNMANNED MARITIME VEHICLE TRANSIT****
ThayerMahan, Inc. will be conducting an unmannned maritime vehicle (Wave Glider-WG) transit from approximately 100 NM East of Port Canaveral, FL to about 100 NM East of Cape May, NJ. The transit will commence on or about 7 Dec, 2019 and is expected to terminate on or about 6 Mar, 2020. 24/7 operations consist of scientific ocean data collection. The Wave Glider carries no fuel, lubricants or hydrocarbons. It is wave powered and remotely attended from the ThayerMahan Operations Center, moving at speeds of about 1kt, and is designed to automatically give way if encountered by a vessel transmitting AIs. It is approximately 6.5’ x 2’ (surfboard size), copper in color, with a contact plaque and mast extending 3’ above the water surface. Mariners are requested to transit the area with caution. For more details, contact the ThayerMahan Operations center at 860-969-3171.
Charts: 11009 12200
LNM: 50/19

****VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – WALLOPS ISLAND – DREDGING AND BREAKWATER CONSTRUCTION****
Continental Heavy Civil Corp will be conducting a Breakwater and Beach Nourishment project at Wallops Island in Accomack County Virginia. Operations will begin on March 25th, 2020 and continue until February 2021. The vessels CAPTAIN BEAU and HEIDI will be on scene. The beach nourishment project will be along the beach front inside the NASA base. The construction of six off shore stone breakwaters will be directly in-front on the newly placed sand. The project will include, barging material from Cape Charles Terminal to Wallops Island for the installation of the stone breakwaters. Project Coordinates are 37°51’10.06”N, 75°27’41.12”W. Contact Francisco J. Juelle for more information at 787-238-3243 or fjuelle@chcivil.com.
Chart 12210
LNM: 11/20

****VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL – SURVEY WORK****
****VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL – SURVEY WORK****
Survey work in the vicinity of the Hampton Roads Bridge Tunnel (HRBT) continues and is now taking place in waters between the bridge tunnel's north and south islands. Coast Guard Sector Virginia will broadcast specific updates on planned survey work if located in or near the channel on VHF Channel 22A at 6:20 a.m. and 9:30 p.m. local time each day. Vessels on-scene in support of the geotechnical borings will be restricted in their ability to maneuver while booming. Concerned traffic can contact the lift boat RAM VII or RAM XV or tug SHAWN MILLER on VHF-FM Channel 16 and 13. Mariners are requested to use caution when transiting the area.
Chart 12245  LNM: 03/20

****VA – HAMPTON ROADS – CRANEY ISLAND – NORFOLK NAVAL STATION – MILITARY TRAINING****
Naval Station Norfolk, NAVSTA Harbor Security will be conducting training March 18, 2020 directly North of the Craney Island Disposal Area and in the vicinity of Norfolk Naval Station Piers 1 to 4. The exercise will take place March 18 from 8:00 am to 3:00 pm in approximate position 36 55' 47" N 76 22' 27"W. For additional information contact MA1(EXW/SW/AW) Bryan Davies 360-471-2220 or on VHF-FM channels 14 and 72 during the exercises.
Chart 12245  LNM: 11/20

****VA – HAMPTON ROADS – CRANEY ISLAND – NORFOLK NAVAL STATION – MILITARY TRAINING****
Naval Station Norfolk, NAVSTA Harbor Security will be conducting training March 24, 2020 directly North of the Craney Island Disposal Area and in the vicinity of Norfolk Naval Station Piers 1 to 4. The exercise will take place March 18 from 8:00 am to 3:00 pm in approximate position 36 55' 47" N 76 22' 27"W. For additional information contact MA1(EXW/SW/AW) Bryan Davies 360-471-2220 or on VHF-FM channels 14 and 72 during the exercises.
Chart 12245  LNM: 11/20

****VA – ELIZABETH RIVER – SOUTHERN BRANCH – IVO JORDAN BRIDGE – MARINE CONSTRUCTION****
Beginning February 17 through March 31, 2020 Seaward Marine Corporation in conjunction with Atlantic Wood Industries will be installing pipe piles at the west side of the of the Southern Branch on the Elizabeth River at Mile Marker 2.5 on the ICW. More precisely at the west wall parallel with the Elizabeth River at the Jordan Bridge on the Portsmouth, VA side. All Mariners are requested to maintain a slow bell and adhere to the no wake zone when transiting north and south bound and remain a safe distance away from any crane barges working at the job site. Construction will be well west of the navigable channel of the ICW. Any vessels working with the construction crews and the job Superintendent will be monitoring VHF-M channels 13 and 16. For more information or questions contact Eric Wiedemann Project Manager 757-288-7824.
Chart 12206  LNM: 06/20

****VA – ATLANTIC INTRACOASTAL WATERWAY (AIKW) - DISMAL SWAMP CANAL – OPEN TO NAVIGATION****
Effective at 8:30 AM on March 31, 2020, the locks at Deep Creek, Virginia and South Mills, North Carolina will return to their normal operating schedule to accommodate vessels desiring to use the Dismal Swamp Canal of the Atlantic Intracoastal Waterway. The locks will be operated at 8:30 AM, 11:00 AM, 1:30 PM, and 3:30 PM seven days per week. The drawbridges adjacent to these locations will operate as normal and in conjunction with the lock openings. There will only be one operator at Deep Creek and one at South Mills, so the bridge will not be manned when the lock is being operated, and vice versa. Locks and bridges monitor channel 13. Vessels and crew entering the locks shall comply with the latest Center for Disease Control and Prevention (CDC) guidance related to the Coronavirus Disease (COVIDS-19). No one will be allowed to exit their vessels and crew must handle their own lines during lockings. The lock operators will provide a pole for lines as needed and will be standing by for any emergency situation. There are state and local government ordinances closing public docks along the waterway. Boaters should plan their trip accordingly. The above COVIDS-19 procedure also applies to the Great Bridge Lock in Chesapeake, VA at mile marker 12.2 on the Albemarle and Chesapeake Canal.
The latest surveys of AIWW-Deep Creek, AIWW-Dismal Swamp Canal, and AIWW-Turners Cut are available at: http://www.nao.usace.army.mil/HydroSurveys/. Those planning to use this route are advised to refer to the Coast Guard Local Notice to Mariner, contact the lock operator at 757-547-3311, or call the Norfolk District office at 757-201-7642.
Chart 12206  LNM: 51/19

****VA – JAMES RIVER – JAMES RIVER BRIDGE - MAINTENANCE****
An engineering firm, on behalf of Virginia Department of Transportation, will be performing maintenance of the US 17/US 258/SR 32 (James River Bridge) Bridge over the Elizabeth River at mile 5.0, between Isle of Wight and Newport News, VA. The maintenance will be conducted from 6:30 a.m. to 7:30 p.m.; Monday-Saturday; from 6:30 a.m. on April 6, 2020, through 7:30 p.m. on July 31, 2020. During the maintenance period, work barges, vessels, vehicles, platforms and lifts will be in and around the vicinity of the bridge and the small boat navigation channel. The work platform will occupy the small boat navigation channel, which will reduce the vertical clearance of the small boat navigational channel to approximately 19 feet above mean high water. The work vehicle will be performing maintenance on the lift span portion of the bridge from 9 p.m. to 5 a.m.; Sunday-Thursday; from 9 p.m. on June 1, 2020, through 5 a.m. on June 30, 2020. During work hours, the work vehicle will extend below low steel of the bridge approximately six feet, reducing the vertical clearance of lift span to approximately 54 feet above mean high water in the closed position. Vessels that require the work vehicle to clear the lift span to transit through the bridge navigation span should notify the work foreman no less than 10 minutes prior to navigating through the bridge. The work vehicle and work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (252) 305-1674 or (423) 494-0833. Mariners should use caution navigating through the area.
Chart 12248  LNM: 13/20

****VA – YORK RIVER – MATTAPONI RIVER – LORD DELAWARE BRIDGE – INSPECTION****
Pennoni Associates has been tasked by Virginia Department of Transportation (VDOT) with the inspection of Bridge 049-1949 (Lord Delaware Bridge), US33 (4th Street) over the Mattaponi River. This work will not impede with normal operations. The inspection will be completed from 1 May through 30 May, 2020. Inspection times will be between 0800 and 1600; however, can be halted and the span(s) over the navigable channel...
The Coast Guard is conducting a Port Access Route Study (PARS) to determine whether existing or additional vessel routing measures are necessary along the seacoast of North Carolina and in the approaches to the Cape Fear River and Beaufort Inlet (hereinafter, "NCPARS"). The study is focused on routes between port approaches and international transit areas affecting North Carolina ports. The NCPARS will consider whether existing or additional routing measures are necessary to improve navigation safety due to factors such as planned or potential construction activities.

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**VA – YORK RIVER – MATTAPONI RIVER – LORD DELAWARE BRIDGE – INSPECTION****

This project is focused on routes between port approaches and international entry and departure transit areas affecting North Carolina ports. The NCPARS will consider whether existing or additional vessel routing measures are necessary along the seacoast of North Carolina and in the approaches to the Cape Fear River and Beaufort Inlet (hereinafter, "NCPARS"). The study is focused on routes between port approaches and international transit areas affecting North Carolina ports.

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**VA – OFFSHORE - CAPE HENRY – DEMARCATION BUOYS****

Precom Marine will be conducting Marine Construction Operations for the Off Shore Wind Energy Project south of Rudee Inlet in approximate position 36 49'1"N, 75 57' 24"W. The Barges will be placed on Jan 20, 2020 (weather permitting) to assist in the current Cable Corridor/Off-shore Wind Energy Project. The proposed project will start 20 Jan and last until approximately Apr 2020.

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**VA – OFFSHORE – CAPE HENRY – WORK ZONE – BUOYS****

Costal Virginia Offshore Windfarm will deploy 6 Special Demarcation Buoys to identify a near shore work zone where a subsea cable will be installed. The near shore work zone is approximately ½ to 1 NM offshore of Camp Pendleton in Virginia Beach. The buoys are yellow with a flashing 4 second yellow light. The deployment of the 6 buoys is expected to occur between April 2 and April 8, 2020, weather permitting. The buoys will be moored in the positions listed below until construction activities are complete.

1: Latitude 36.81759618N, Longitude 75.9588702W
2: 36.81827894N, 75.95159114W
3: 36.81848040N, 75.94539127W
4: 36.8166732N, 75.95158818W
5: 36.81651423N, 75.95884564W
6: For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

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**VA – OFFSHORE - CAPE HENRY – FIBER OPTIC CABLE INSTALLATION****

The OSV CECILIA will be installing DUNANT, a fiber optic cable on the seabed floor from an onshore landing point at approximately 36 49 2.431N, 75 58 4.9872W, near the Croatian Parking Lot, eastward approximately 32 km to 36 49 38.91N, 75 36 31.47W. Work will be conducted 24 hours a day, 7 days a week from 29 Mar to 20 Apr 2020. The CECILIA may be contacted on VHF-FM 16 and 13. For more information or questions, contact Kathryn Waters at 603-380-5048.

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**VA – VIRGINIA BEACH – RUDEE INLET – MARINE CONSTRUCTION****

The Costal Virginia Offshore Windfarm will deploy 5 yellow Special Mark demarcation buoys to identify the offshore work zone (WTG site) where the Wind Turbines and foundations will be installed. The offshore work zone is established approximately 25 nautical miles east of Cape Henry. The deployment of the buoys is expected to occur between April 2 and April 8, 2020 - weather permitting. The buoys will be moored in the listed positions and until construction activities are finalized. Retrieval of the buoys are planned to occur on or before September 30, 2020. The project will also deploy a wave/demarcation buoy at the WTG site. The deployment of the wave buoy is expected to occur within the week of March 23, 2020, weather permitting and will be moored in the position until September 30, 2020. The wave buoy will also serve as a demarcation buoy.

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**VA – OFFSHORE - CAPE HENRY – WAVE BUOY****

For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

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**VA – OFFSHORE - CAPE HENRY – WAVE BUOY****

For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

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**VA – OFFSHORE - CAPE HENRY – DEMARCATION BUOYS****

For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

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**VA – OFFSHORE - CAPE HENRY – WORK ZONE – BUOYS****

For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

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**VA – RC – CAPE HENRY TO COROLLA TO OREGON INLET – OFFSHORE SURVEYING****

The project will deploy 2 yellow Special Mark demarcation buoys to identify the offshore work zone (WTG site) where the Wind Turbines and foundations will be installed. The offshore work zone is established approximately 25 nautical miles east of Cape Henry. The deployment of the buoys is expected to occur between April 2 and April 8, 2020 - weather permitting. The buoys will be moored in the listed positions and until construction activities are finalized. Retrieval of the buoys are planned to occur on or before September 30, 2020. The project will also deploy a wave/demarcation buoy at the WTG site. The deployment of the wave buoy is expected to occur within the week of March 23, 2020, weather permitting and will be moored in the position until September 30, 2020. The wave buoy will also serve as a demarcation buoy.

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**VA – OFFSHORE - CAPE HENRY – WAVE CORRIDOR****

For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

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**VA – OFFSHORE - CAPE HENRY – WAVE CORRIDOR****

For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

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**VA – OFFSHORE - CAPE HENRY – BUOYS****

For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

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**VA – Offshore - Cape Henry – Work Zone - Buoys****

For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

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**VA – Offshore - Cape Henry – Work Zone - Buoys****

For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

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**VA – Offshore - Cape Henry – Work Zone - Buoys****

For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

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**VA – Offshore - Cape Henry – Work Zone - Buoys****

For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.
offshore development, current port capabilities and planned improvements, increased vessel traffic, existing and potential anchorage areas, changing vessel traffic patterns, weather conditions, or navigational difficulty. The aim of vessel routing measures are to reduce the risk of casualties. Examples of potential measures include traffic separation schemes, two-way routes, recommended tracks, deep-water routes, precautionary areas, and areas to be avoided. The recommendations of the study may lead to future rulemakings or appropriate international agreements.

DATES: Comments and related material must be received on or before May 18, 2020. Requests for a public meeting must be submitted on or before April 17, 2020.


See Enclosure 7 for a chartlet of the area.

Charts: 11009  11520  12200

****NC – CURRITUCK BEACH LIGHT TO WIMBLE SHOALS – PROPOSED BRIDGE****

All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the North Carolina Turnpike Authority and North Carolina Department of Transportation with plans for construction of a new highway fixed bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Currituck Sound, approximately 18 miles north of Wright Memorial Bridge, between Aydlett on the mainland and Corolla on the Outer Banks, in Currituck County, NC.

CHARACTER OF WORK: The proposed project is to construct a new bridge across Currituck Sound from the mainland to the Outer Banks. The proposed bridge will be a two-lane, fixed span bridge approximately 4.7 miles long and will have a vertical clearance of 15 feet above mean high water and 40 feet of horizontal clearance between piers. The navigation span will be placed over deepest water. The proposed bridge will extend from a point on the mainland just north of Aydlett to the Outer Banks near the Corolla Bay community just south of Great Beach Pond and Whale Head Bay. The purpose of the project is to substantially improve traffic flow on the project area’s thoroughfares (US 158 and NC 12), reduce travel time for persons traveling between the Currituck County mainland and the Currituck County Outer Banks, and reduce hurricane clearance time for residents and visitors who use US 158 and NC 168 during a coastal evacuation.

The new bridge will be a fixed bridge with a horizontal clearance of 40 feet between piers and a vertical clearance of 15 feet above mean high water. A copy of Preliminary Public Notice D05PNN-04-2020, which describes the proposal in detail, can be obtained by calling (757) 398-6422 or by viewing at https://www.navcen.uscg.gov/-/pageTitle=pnBridges. Comments on this proposal should be forwarded to the address in the notice in the web site no later than March 24, 2020.

Chart 12204

NC – OFFSHORE – CAPE HATTERAS – SUB-SURFACE MOORING

On or about 3 Sep 2019, NOAA and UNC will deploy a sub-surface current meter approximately 22NM East of Cape Hatteras in position 35.1374 N, 75.0940 W. The top of the current meter will be at or just above/below the water surface. The meter will remain on station until Jun 2020. For more information or questions, contact Eric Breuer at 757-272-4057.

Charts: 11520  11555  12200

NC - OREGON INLET CHANNEL - HERBERT C. BONNER BRIDGE CONSTRUCTION & REPLACEMENT

Mariners are advised to use extreme caution transiting through the Bonner Bridge in Oregon Inlet, NC. Mariners should follow the aids to navigation closely and stay clear of construction areas. There are submerged concrete pilings just below the waterline in the vicinity of construction. The temporary bridge navigation span is between Bents 173 and 176 of the old bridge. The horizontal clearance of this span is 169 feet and the vertical clearance is 70 feet. The crane barges will be secured in place with four anchors connected by anchor wires to the corners of the barge. The anchor locations will be marked with yellow crown buoys within an approximate 500-ft radius of the crane barge. Mariner should be aware that anchor wires may be at or just above/below the water surface between the barges and crown buoys; therefore vessels should stay on the outboard side of the crown buoys. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project information may be found at http://www.ncdot.gov/projects/bonnerbridgerelplace/.

Chart 12205

****NC – OREGON INLET – BONNER BRIDGE – SAFETY ZONE*****

33CFR165.105-1065  Safety Zone; Oregon Inlet, Dare County, NC.

(a) Location. The following area is a safety zone: all navigable waters of Oregon Inlet, within 100 yards of active demolition work and demolition equipment, along the old Herbert C. Bonner Bridge, which follows a line beginning at approximate position 35°46’47” N, 75°32’41” W, then southeast to 35°46’37” N, 75°32’33” W, then southeast to 35°46’09” N, 75°31’59” W, then southeast to 35°46’03” N, 75°31’51” W, then southeast to 35°46’01” N, 75°31’40” W (NAD 1983) in Dare County, NC.

(b) Definitions. As used in this section- Designated representative means a Coast Guard Patrol Commander, including a Coast Guard commissioned, warrant, or petty officer designated by the Captain of the Port North Carolina (COTP) for the enforcement of the safety zone. Captain of the Port designates security vessels enforcing the safety zone.

(c) Regulations. (1) The general regulations governing safety zones in §165.23 apply to the area described in paragraph (a) of this section.

(2) With the exception of demolition crews, entry into or remaining in this safety zone is prohibited.

(3) All vessels within this safety zone when this section becomes effective must depart the zone immediately.

(4) The Captain of the Port, North Carolina can be reached through the Coast Guard Sector North Carolina Command Duty Officer, Wilmington, North Carolina at telephone number 910-343-3882.

(5) The Coast Guard and designated security vessels enforcing the safety zone can be contacted on VHF-FM marine band radio channel 13 (165.65 MHz) and channel 16 (156.8 MHz).

(d) Enforcement. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies.

(e) Enforcement period. This regulation will be enforced from March 4, 2019, through March 30, 2020.

(f) Public notification. The Coast Guard will notify the public of the active enforcement times at least 48 hours in advance by transmitting Broadcast Notice to Mariners via VHF-FM marine channel 16.

Chart 12205

****NC – CORE SOUND – HARKERS ISLAND – THE STRAITS – SHOALING****

Wilmington District USACE Survey of 12 Mar 2020 has identified significant shoaling IVO Harkers Island in The Straits. Depths as low as 4ft MLW
****NC – CORE SOUND – HARKERS ISLAND – THE STRAITS – SHOALING****
were found between Core Sound Light 47 (LLNR 34680) and Core Sound Light 46 (LLNR 34675). NC BNM 085-20
Chart 11545 LNM: 11/20

****NC – MOREHEAD CITY HARBOR – DREDGING****
Cottrell Contracting Corporation of Chesapeake, Virginia, Dredge ROCKBRIDGE will be conducting dredging operations within Morehead City Harbor. (East Leg & Berths 1, 2 & 3) (Range C) Morehead City Channel between Morehead City Channel Lighted Buoy 24 (LLNR 29460) and Morehead City Channel Lighted Buoy 27 (LLNR 29470) from March 11, 2020 to April 13, 2020.
Chart 11547 LNM: 11/20

****NC – NEUSE RIVER AND UPPER PART OF BAY RIVER – TRENT RIVER****
The highway drawbridge – U.S. 70 (East Front Street/Alfred C. Cunningham) Bridge across Trent River, at mile 0.0, at New Bern, NC, will be maintained in the closed-to-navigation position to facilitate the 2020 Neuse River Bridge Run. The bridge will remain in the closed position from 6:30 a.m. through 10 a.m. on Saturday, March 28, 2020. The bridge will be able to open for emergencies, if five-minute prior notice is given and there is no immediate alternative route for vessels unable to pass through the bridge in the closed position. Vessels able to pass through the bridge in the closed position may do so at any time. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.843 (a). Mariners should adjust their transits accordingly and should use caution when transiting the area.
Chart 11552 LNM: 11/20

****NC – PAMLICO SOUND - NEUSE RIVER – MARINE CORPS AIR STATION CHERRY POINT - NOTICE OF LIVE FIRING****
Marine Corps Air Station (MCAS) Cherry Point, Notice of Live Firing. Live fire operations being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of Cahoogue Creek into the Neuse River located at the Mouth of Hancock Creek), Piney Island (BT-11), and Brandt Island (BT-9): NONE SCHEDULED.
Commanding Officer, MCAS Cherry Point will not restrict public access to Public Trust Waters outside of the Danger Zones. This Notice serves to identify the possible hazards associated with the firing operations in the area.
Boating in this area. This area will not be patrolled by Military Personnel or vessels.
Contact the MCAS Cherry Point Range Management Department at (252) 466-4040/2939 for questions or further information.
Charts: 11548 11552 LNM: 51/17

****NC – NEW RIVER – CAMP LEJEUNE – POSSIBLLE HAZARDS TO NAVIGATION****
Mariners traveling on the western side of the New River between Stone Bay and Farnell Bay should be aware that there are numerous sign poles without working lights and are leaning or submerged as a result of Hurricane Florence and present hazards to navigation. These poles once had signs denoting areas of caution around the Stone Bay Rifle Range and Verona Loop Firing Ranges. Signs are located along the Stone Bay, Grey Point and Farnell Bay sectors of the New River. Marine Corps Base Camp Lejeune is working to replace these signs.
Charts: 11542 11543 LNM: 24/19

****NC - NEW RIVER - FIRING EXERCISES****
Marine Corps Installations East-Marine Corps Base Camp Lejeune, North Carolina, Live fire and training: Marine Corps firing in Atlantic Intracoastal Waterway through this area can expect a delays of about one to four hours during the below times. Range Control Boats, from Camp Lejeune, NC monitor Channel 16 VHF-FM and the working Channel 82 VHF-FM. Range Control can be reached at 910-451-3064 or 4449.
The restricted areas in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, will be closed to navigation up to 15 NM seaward because of firing exercises during the following periods: None scheduled.
The Restricted Areas in the New River, as shown on National Ocean Service Chart 11542, that will be closed to navigation because of Stone Bay Rifle Range firing exercises during the following periods: 24 HOURS DAILY
STONE CREEK SECTOR
STONE BAY SECTOR
WEST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.
The restricted areas that may be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY
TRAPS BAY SECTOR
COURTHOUSE BAY SECTOR
STONE BAY SECTOR
GREY POINT SECTOR
EAST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.
The restricted areas that will be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY
FARNELL BAY SECTOR SUNRISE TO SUNSET - DAILY
MORGANS BAY SECTOR SUNRISE TO SUNSET - DAILY
JACKSONVILLE SECTOR SUNRISE TO SUNSET - DAILY
The Target Bombing Area N1/BT-3 Impact Area in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, may be closed to navigation because of firing exercises during the following periods: NONE SCHEDULED.
The Atlantic Intracoastal Waterway, Inland Waters in the Browns Island Inlet area between Bear Creek and Onslow Beach, may be closed for firing exercises during the following periods: NONE SCHEDULED.
Ship operations consisting of landing craft, amphibious vehicles, and helicopters may be conducted in the Onslow Beach Operating Area and all sectors of New River to include dive operations. Due to unexploded ordnance on Browns Island and in the adjacent waterways and marsh areas, Browns Island is off limits to all unauthorized personnel. Vessels may transit the surrounding waters, however no vessel shall bottom fish or anchor.
Range Control Boats, MCIE-MCB Camp Lejeune NC monitor VHF-FM channels 16 and 82. Range Control can be reached at 910-451-3064 or 4449.
Charts: 11541 11542 11543 LNM: 01/16

****NC - CAPE FEAR RIVER – BALD HEAD SHOAL REACH – DREDGING****
Great Dredge and Dock Company will be conducting dredging operations in the Bald Head Reach Channel in the Cape Fear River from 1 Apr to 30

****NC – PAMLICO SOUND - NEUSE RIVER – MARINE CORPS AIR STATION CHERRY POINT - NOTICE OF LIVE FIRING****
Marine Corps Air Station (MCAS) Cherry Point, Notice of Live Firing. Live fire operations being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of Cahoogue Creek into the Neuse River located at the Mouth of Hancock Creek), Piney Island (BT-11), and Brandt Island (BT-9): NONE SCHEDULED.
Commanding Officer, MCAS Cherry Point will not restrict public access to Public Trust Waters outside of the Danger Zones. This Notice serves to identify the possible hazards associated with the firing operations in the area.
Boating in this area. This area will not be patrolled by Military Personnel or vessels.
Contact the MCAS Cherry Point Range Management Department at (252) 466-4040/2939 for questions or further information.
Charts: 11548 11552 LNM: 51/17

****NC – NEW RIVER – CAMP LEJEUNE – POSSIBLLE HAZARDS TO NAVIGATION****
Mariners traveling on the western side of the New River between Stone Bay and Farnell Bay should be aware that there are numerous sign poles without working lights and are leaning or submerged as a result of Hurricane Florence and present hazards to navigation. These poles once had signs denoting areas of caution around the Stone Bay Rifle Range and Verona Loop Firing Ranges. Signs are located along the Stone Bay, Grey Point and Farnell Bay sectors of the New River. Marine Corps Base Camp Lejeune is working to replace these signs.
Charts: 11542 11543 LNM: 24/19

****NC - NEW RIVER - FIRING EXERCISES****
Marine Corps Installations East-Marine Corps Base Camp Lejeune, North Carolina, Live fire and training: Marine Corps firing in Atlantic Intracoastal Waterway through this area can expect a delays of about one to four hours during the below times. Range Control Boats, from Camp Lejeune, NC monitor Channel 16 VHF-FM and the working Channel 82 VHF-FM. Range Control can be reached at 910-451-3064 or 4449.
The restricted areas in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, will be closed to navigation up to 15 NM seaward because of firing exercises during the following periods: None scheduled.
The Restricted Areas in the New River, as shown on National Ocean Service Chart 11542, that will be closed to navigation because of Stone Bay Rifle Range firing exercises during the following periods: 24 HOURS DAILY
STONE CREEK SECTOR
STONE BAY SECTOR
WEST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.
The restricted areas that may be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY
TRAPS BAY SECTOR
COURTHOUSE BAY SECTOR
STONE BAY SECTOR
GREY POINT SECTOR
EAST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.
The restricted areas that will be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY
FARNELL BAY SECTOR SUNRISE TO SUNSET - DAILY
MORGANS BAY SECTOR SUNRISE TO SUNSET - DAILY
JACKSONVILLE SECTOR SUNRISE TO SUNSET - DAILY
The Target Bombing Area N1/BT-3 Impact Area in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, may be closed to navigation because of firing exercises during the following periods: NONE SCHEDULED.
The Atlantic Intracoastal Waterway, Inland Waters in the Browns Island Inlet area between Bear Creek and Onslow Beach, may be closed for firing exercises during the following periods: NONE SCHEDULED.
Ship operations consisting of landing craft, amphibious vehicles, and helicopters may be conducted in the Onslow Beach Operating Area and all sectors of New River to include dive operations. Due to unexploded ordnance on Browns Island and in the adjacent waterways and marsh areas, Browns Island is off limits to all unauthorized personnel. Vessels may transit the surrounding waters, however no vessel shall bottom fish or anchor.
Range Control Boats, MCIE-MCB Camp Lejeune NC monitor VHF-FM channels 16 and 82. Range Control can be reached at 910-451-3064 or 4449.
Charts: 11541 11542 11543 LNM: 01/16

****NC - CAPE FEAR RIVER – BALD HEAD SHOAL REACH – DREDGING****
Great Dredge and Dock Company will be conducting dredging operations in the Bald Head Reach Channel in the Cape Fear River from 1 Apr to 30
Apr 2020. The hopper dredge TERRAPIN will be monitoring VHF-FM channels 5, 13 and 16.

Goodloe Marine's dredge BETTIE G will be dredging the Oak Island, North Carolina Coast Guard basin channel on or about March 27 until April 15, 2020. Mariners are cautioned at the dredge, barges, pipelines, anchors, buoys and other equipment that will be located in and out of the channel. Vessels that can pass dredge can contact the dredge on Channel 16 or 65. Any further information please contact Ben Goodloe on 813-355-7494.

The hopper dredge TERRAPIN will be monitoring VHF-FM channels 5, 13 and 16.

The hopper dredge TERRAPIN will be monitoring VHF-FM channels 5, 13 and 16.

The hopper dredge TERRAPIN will be monitoring VHF-FM channels 5, 13 and 16.

The US 74/SR 133 (Isabel S. Holmes) bridge, over Northeast Cape Fear River, mile 1.0, at Wilmington, NC, will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge bascule spans. The maintenance which began in September 2019, will continue to maintain the bridge in the closed position 24 hours a day, 7 days a week, through 12:01 a.m. on June 30, 2021. The bridge will open on signal for daily scheduled openings at 6 a.m., 10 a.m., 2 p.m. and 7 p.m., if at least a 24-hour notice is given; except for scheduled bridge closures for events per 33 CFR 117.829 (a) (4). The bridge will open on signal for vessels unable to safely transit the bridge during a scheduled opening, due to the vessel's draft, if at least a 24-hour notice is given; except for scheduled bridge closures for events per 33 CFR 117.829 (a) (4). During the maintenance period, a work platform will be located underneath the bridge which will reduce the vertical clearance of the bridge to approximately 34 feet above mean high water in the closed position. Vessels that can safely transit through the bridge in the closed position with the reduced vertical clearance may do so, if at least a 30 minute notice is given, to allow for navigation safety. The bridge will not be able to open for emergencies. Work vessels and barges may be reached on VHF-FM channel 13 and the project foreman may be reached at (910) 251-5774 or 561-232-9773. Mariners should adjust their transits accordingly and should use caution when transiting the area.

1. Summary of Shoaling.
2. Summary of Bridge Regulations/Construction/Permits.
4. Summary of Marine Events.
5. VA - NC Offshore Surveying.
7. NC Seacoast Port Access Route Study (PARS).
8. Ocean Wind and Skipjack Wint Energy Areas.
SUMMARY OF SHOALING REPORTED IN THE FIFTH COAST GUARD DISTRICT

NEW OR UPDATED INFORMATION

New, updated or very important information in this enclosure will be highlighted in yellow.

NEW JERSEY SHOALING

NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY INLET – SHOALING
Shoaling has been located in the vicinity of New Jersey Intracoastal Waterway Light 262 (LLNR 36005). Shoaling has encroached into the channel, depths are currently 5 - 6ft at MLW.
Chart 12316

NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY INLET – SHOALING
Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICWW) IVO Beach Haven between NJICWW LT 130 (LLNR35536) and NJICWW LT 132 (LLNR 35550). Shoaling is visible at low tide and extends approximately 20yds into the channel, mariners are advised to use extreme caution when transiting the area.
Chart 12316

NJ – INTRACOASTAL WATERWAY – MANASQUAN INLET TO CAPE MAY INLET - SHOALING
Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICWW) between Manasquan Inlet and Cape May Inlet. Mariners are advised to use extreme caution when transiting the NJICWW due to shoaling. The following are some of the locations where the shoaling has been reported.
NJICWW Light 4 (LLNR 34995).
NJICWW Light 38 (LLNR 35115).
NJICWW Daybeacon 45 (LLNR 35165) & Daybeacon 46 (LLNR 35167).
NJICWW Daybeacon 49 (LLNR 35108).
NJICWW Junction Light LB (LLNR 35420) to Light 109 (LLNR 35430).
North side of Tow Island at NJICWW Daybeacon 129 (LLNR 35530).
NJICWW Light 145 (LLNR 35590) to Light 163 (LLNR 35685) Black Point on the red side.
Between NJICWW Daybeacon 206 (LLNR 35825) and Daybeacon 209 (LLNR 35835) IVO Bader Field.
IVO NJICWW Daybeacon 221 (LLNR 35867).
Between NJICWW Light 233 (LLNR 35905) and Daybeacon 243 (LLNR 3535945) Broad Thorofare.
IVO NJICWW Buoy 263 (LLNR 36007) and Buoy 263A (LLNR 36009) Shooting Island on the green side.
Between NJICWW Daybeacon 272 (LLNR 36030) and Daybeacon 282 (LLNR 36070) in Peck Bay.
Between NJICWW Light 383 (LLNR 36420) Daybeacon 399 (LLNR 36470).
Between NJICWW Buoy 417 (LLNR 36517) and Buoy 424 (LLNR 36535) Great Channel.
Between NJICWW Light 449 (LLNR 36625) and Light 453 (LLNR 36639) Grassy Sound. Ref LNM 24/17
Chart 12316, 12324

NJ – SALEM RIVER – SHOALING
Shoaling was reported in the Salem River, in Salem, NJ. The shoaling was reported between Salem River Entrance Channel Light 5 (LLNR 2670), Light 6 (LLNR 2675) and Light 7 (LLNR 2680), Light 8 (LLNR 2685) on the east side of the channel. The depth was reported at 10 feet shortly after high tide.
Chart 12311

PENNSYLVANIA SHOALING

Shoaling has occurred in the Delaware River in approximate position 39-48.18791, 075-25.354427w, 50 feet off the green channel toe, in the vicinity of Marcus Hook Intake Light (LLNR 3170). Shallowest depth 38.5 feet. All mariners are requested to transit the area with caution. Ref LNM 09/18
Chart 12312

PA – NJ – CHESTER RANGE – SHOALING
The Coast Guard has received a report of shoaling 40ft within the PA side of the channel in approx position 39-49'33.80"N, 075-22'39.81"W. The rock mound has been reported to have a minimum depth of 39.1ft. Mariners are urged to use caution when transiting the area.
Chart 12312

DELWARE SHOALING

DE – MURDERKILL RIVER – SHOALING
Shoaling has been reported in the Murderkill River between Murderkill River Buoy 2 (LLNR 2315) and Murderkill River Buoy 6 (LLNR 2337). Channel depths have been noted to be less than 2 feet in locations and an average depth of 4 feet. DB BNM 342-19
Chart 12304

DE- INDIAN RIVER BAY – SHOALING
There has been a report of shoaling in Indian River Bay between Indian River Inlet Buoy 19 (LLNR 4435) and Middle Island West Channel Junction Lighted Buoy MI (LLNR 4438). Depths of 0.0 ft at times, during low tide, were reported.
Chart 12216

DE – REHOBOTH BAY – INDIAN RIVER – BACKERS CHANNEL – SHOALING
Delaware Department of Natural Resources and Environmental Control (DNREC) reports shoaling in Baker’s Channel between Baker’s Channel Lighted Buoy 1A (LLNR 2136) and Baker’s Channel Lighted Buoy 1B (LLNR 2137) as well as Baker’s Channel Lighted Buoy 5 (LLNR 2137.04) and Baker’s Channel Lighted Buoy 6 (LLNR 2137.05). DNREC has established two warning buoys worded “DANGER SHOAL” to mark the shoaling. Ref LNM 26/17
Chart 12216
MARYLAND SHOALING

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - OCEAN CITY INLET – SHOALING
A USACE survey dated Oct. 8, 2019 has identified shoaling at Ocean City Inlet Lighted Buoy 8 (LLNR 4745) to a depth of less than six feet centerline of the channel at MLLW and extending approximately 150 feet northwest down channel towards Ocean City Inlet Lighted Buoy 10 (LLNR 4750) with deeper water to the left and right of centerline. A second area of shoaling was identified extending west of Ocean City Inlet Junction Lighted Buoy OC (LLNR 4753) to a depth of eight to nine feet at MLLW and extending west approximately 150 feet. Shoaling was identified west of Ocean City Inlet Lighted Buoy 11 (LLNR 4755) extending from the southern channel boundary to mid-channel for approximately 500 feet towards the commercial fish harbor with depths less than four feet at MLLW. Shoaling within the channel to the commercial fish harbor extends mostly from the northern channel boundary to mid-channel with depths of eight feet or less at MLLW.
Chart 12211

MD – FENWICK ISLAND TO CHINCOTEAGUE INLET - SINEPUXENT BAY – SHOALING
There has been a report of shoaling in Sinepuxent Bay within the channel boundaries in the vicinity of Sinepuxent Bay Channel Daybeacon 11B (LLNR 5050), to a depth of 1.8 feet at mean low water and extending across the channel. MD BNM 116-19/
Chart 12211

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - SINEPUXENT BAY – SHOALING
Shoaling exist between Sinepuxent Bay Channel Lighted Buoy 11 (LLNR 5042) to Sinepuxent Bay Channel Light 13 (LLNR 5055), water depth of 3 ft. Shoaling between Sinepuxent Bay Channel Buoy 6 (LLNR 5015) to Sinepuxent Bay Channel Buoy (LLNR 5017), water depth of 4 1/2 ft. Sinepuxent Bay Channel Daybeacon 11B (LLNR 5050), shoaling encroaches approximately 20 yds into the channel in a southwesterly direction. Water depths have been found as low as 2.5 ft during low tide. Between Sinepuxent Bay Channel Light 8 (LLNR 5020) and Sinepuxent Bay Channel Daybeacon 10 (LLNR 5035), shoaling encroaches approximately 15 yds into the channel in an easterly direction. Water depths have been found as low as 2 ft during low tide. Between Sinepuxent Bay Channel Buoy 33 (LLNR 5130) and Sinepuxent Bay Channel Daybeacon 35 (LLNR 5135) on the eastern side of the channel. Water depths have been found as low as 3 ft during low tide.
Chart 12211

MD - CHESAPEAKE BAY - HONGA RIVER – SHOALING
There is shoaling in the Honga River extending out at 500yds radius from approximate position 38 - 18.38N 076 - 11.78W. Actual depth ranges from 5ft to 9ft at mean low water. SEC MD-NCR BNM 335-19
Chart 12261

MD - CHESAPEAKE BAY – COVE POINT TO SANDY POINT – FLAG HARBOUR – SHOALING
Shoaling has been reported in the Entrance Channel to Flag Harbor Yacht Haven in Calvert County, MD. The shoaling is located just outside Flag Harbor Light 1 (LLNR 7671) and Flag Harbor Entrance Light 2 (LLNR 7672). Depth of water is less than 5 Ft at MHW. BNM MD 376-19
Chart 12263

MD - POTOMAC RIVER – ST. GEORGE CREEK – SHOALING
The Army Corps of Engineers, Baltimore District, Survey of St. George Creek Channel dated April 2018, indicates shoaling across the entire channel. The shoaling is from 850 feet up the channel of St. George Creek West Channel Warning Light A (LL 16760) to 500 feet up the channel of St. George Creek West Channel Warning Daybeacon B (LL 16765), with a least depth of 3.1 feet MLLW.
Chart 12233

MD - POTOMAC RIVER – ST. PATRICK CREEK – SHOALING
There has been a report of severe shoaling within the channel boundaries of St. Patrick Creek. Shoaling has been reported in the vicinity of St. Patrick Creek Channel Daybeacon 3 (LLNR 17120) extending to St. Patrick Creek Channel Daybeacon 5 (LLNR 17135) with depths of 2-4’ at MLW. Shoaling to 1’ MLW has been observed in the channel in the vicinity of St. Patrick Creek Channel Buoy 3A (LLNR 17125).
Chart 12286

MD – MOBJACK BAY AND YORK RIVER ENTRANCE – BACK RIVER
A recent NOAA survey identified shoaling to a depth of 8 feet at MLW in Back River between Back River Channel Daybeacon 6 (LLNR 12930) and Back River Channel Light 5 (LLNR 12925). The survey also identified shoaling around Back River Channel Light 4 (LLNR 12920) to a depth of 10 ft at MLW. Chart 12222

MD - CHESAPEAKE BAY - CHESAPEAKE BAY TO PINEY POINT - ST. JEROME CREEK - SHOALING
Maryland DNR survey of the mouth of St. Jerome Creek indicates shoaling, to at least depth of 3.1 feet MLLW, in the channel between St. Jerome Creek Light 4 (LLNR 18810), St. Jerome Creek Daybeacon 4A (LLNR 18812) and St. Jerome Creek Daybeacon 6 (LLNR 18815). The channel width in the area of St. Jerome Daybeacon 4A (LLNR 18812) and Deep Point is reduced to approx 20 ft. MD-NCR BNM 415-16, Ref LNM 52/16
Chart 12233

MD/VA - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - ST. CATHERINE SOUND LOWER ENTRANCE - SHOALING
Shoaling exists in St. Catherine Sound Lower Entrance (1) off the northeastern tip of St. Catherine Island extending channel ward between 38-14-17.586N, 076-47-15.562W and 38-14-32.841N, 076-47-14.761W, (2) IVO St. Catherine Sound Lower Entrance 4L (LLNR 17230). Ref LNM 44/16, Chart 12286

MD - CHESAPEAKE BAY - POCOMOKE AND TANGIER SOUND - POCOMOKE RIVER – SHOALING
Shoaling has been reported in the Pocomoke River between Pocomoke River Channel Buoy 7 (LLNR 22540) and Pocomoke River Channel Buoy 8 (LLNR 22555). MD-NCR BNM 008-20
Chart 12228

MD - LITTLE CHOPTANK RIVER - SLAUGHTER CREEK – SHOALING
Shoaling in the western portion of Slaughter Creek IVO of Holland Point has encroached easterly in most of the channel. The shoal adjacent to Slaughter Creek Light 2SC (LLNR 24645) has encroached approx 50-100 yds easterly with observed depths of 3’-4” in between tide cycles. Shoaling to 5’ MLW has been observed on the red side of the channel between Slaughter Creek Buoy 6 (LLNR 24670) and Slaughter Creek Buoy 8 (LLNR 24683). Sec MD-NCR BNM 045-17, Chart 12264, 12266
MD - CHESAPEAKE BAY - HONGA, NANTICOKE AND WICOMICO RIVERS – FISHING BAY - TAR BAY
A USACE survey conducted in Apr 2016 has identified shoaling to a depth of less than one foot at mean low water between Tar Bay Channel Warning Daybeacon E (LLNR 24595) and Tar Bay Channel Warning Daybeacon K (LLNR 24615). The channel width has been significantly reduced. Observed depths are between 2-4’ at high tide. Sec MD-NCR BNM 044-17
Chart 12261

MD – FISHING BAY – FARM CREEK – SHOALING
From entrance of channel to Farm Creek Channel Daybeacon 2 (LLNR 24430) least depth of 5 feet within the channel limits. From Farm Creek Channel Daybeacon 2 (LLNR 24430) to Farm Creek Channel Daybeacon 7 (LLNR 24445) least depth of 2.0 feet on red side of channel, 3.9 Ft centerline of channel, and 2.8 feet on the green side of channel. Ref LNM 16/18.

VA – MD – POTOMAC RIVER – BONUM CREEK – SHOALING
U. S. Army Corps of Engineers Survey of Bonum Creek indicates shoaling, to less than 4 feet MLLW, in the channel.
Chart 12286

VIRGINIA SHOALING

VA – FENWICK ISLAND TO CHINCOTEAGUE INLAT – SINEPUXENT BAY – SHOALING
Shoaling has been located 200 yds south of Sinepuxent Bay Buoy 11B (LLNR 5050). Lowest recorded depth is 1.8 feet across the entire channel.
Chart 12211

VA – CHINCOTEAGUE CHANNEL – SHOALING
Shoaling has been found in vicinity of Chincoteague Channel Lighted Buoy 28 (LLNR 5397). Depth observed at: 4 feet on the red side, 4.5 feet in the middle of the channel, and 5.5 feet on the green side at low tide. VA BNM 033-20
Chart 12210, 12211

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – VIRGINIA INSIDE PASSAGE – BRADFORD BAY – SHOALING
Shoaling has been identified 480’ past Wachapreague Channel Junction LT WB (LLNR 6695) and continues to 850’ past Bradford Channel Buoy 5A (LLNR 6035). Least depth range from 5.9’ TO 2.9’ MLLW. Shoaling has been identified in vicinity of Wachapreague Day Beacon 10 (LLNR 5995). Least depth range 4.0’ MLLW. Shoaling has been identified 130’ past Wachapreague Channel Daybeacon 13 (LLNR 6690) to Wachapreague Channel Junction Light WB (LLNR 6695). Least depth 4.0’ MLLW. LNM 2619,
Chart 12210

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – QUINBY CHANNEL – SHOALING
Norfolk District Army Corp of Engineers Survey of Quinby Creek; dated 11 Feb 2020, indicated significant shoaling with least depth of 6.0’MLLW at Quinby Channel Buoy 13 (LLNR 6775) to 1.2’MLLW at Quinby Channel Light 19 (LLNR 6785). VA BNM 040-20
Chart 12210

VA – NANDUA CREEK
Shoaling has been reported at the entrance to Nandua Creek to 2 feet. HR BNM 311-13
Chart 12226

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – VIRGINIA INSIDE PASSAGE - WALLOPS ISLAND – SHOALING
There has been a report of shoaling in the vicinity of Wallops Island Lighted Buoy 2 (LLNR 5520) to a depth of one foot.
Chart 12210

VA – VIRGINIA INSIDE PASSAGE (VIP)
VIP Day beacon 184 (LLNR 6220) to VIP Day beacon 265 (LLNR 6580), Shoaling to less than 6ft MLW. HR BNM 106-16 Quinby Creek Day beacon 7 (LLNR 6770) to Quinby Creek Light 13 (LLNR 6785), Shoaling to less than 6 ft MLW. HR BNM 104-16 VIP Day beacon 244 (LLNR 6485), Shoaling to 1 foot. HR BNM 272-14, Sand Shoal Channel Light 1 (LLNR 6990) to Sand Shoal Light 10 (LLNR 6996) LNM 24-13, Oyster Creek Channel Junction Lighted Buoy OC (LLNR 7002/6447) to Oyster Creek Light 10 (LLNR 7025), Shoaling to less than 6ft MLW. HR BNM 107-16, Chart 12210, 12224

VA – LYNNHAVEN INLET - LONG CREEK – SHOALING
Norfolk District Army Corps Of Engineers Survey on 19 February 2020, indicated significant shoaling IVO of Lynnhaven Turning Basin and Long Creek. North east of Long Creek 1LC (LLNR 10160), found least depths at 1.9’. South east of Long Creek 1LC (LLNR 10160), found least depths at 5.5’. Found least depths at 2’ between Long Creek Light 2 (LLNR 10165), and the entrance of Lynnhaven River.
Chart 12254

VA - GREAT BRIDGE TO ALBEMARLE SOUND - INTRACOASTAL WATERWAY – SHOALING
There has been a report of shoaling in the VA Intracoastal Waterway approximately 1.15 nm south of North Landing Bridge IVO of Lynnhaven Turning Basin and Long Creek. North east of Long Creek 1LC (LLNR 10160), found least depths at 1.9’. South east of Long Creek 1LC (LLNR 10160), found least depths at 5.5’. Found least depths at 2’ between Long Creek Light 2 (LLNR 10165), and the entrance of Lynnhaven River.
Chart 12206

VA – CHESAPEAKE BAY – RAPPAHANNOCK RIVER ENTRANCE - MILFORD HAVEN EAST
Shoaling to a depth of 2 Feet at low tide has been identified from 400 yards northeast of Milford Haven East Buoy 7 (LLNR 14593.5) extending to the south 600 yards. Shoaling extends to the west 250 yard and impedes the width of the channel both inbound and out bound. Shoaling to a depth of 3 feet has been identified in various locations west of Buoy 7 (LLNR 14593.5) To Buoy 18 (LLNR 14625).
Chart 12235
VA – RAPPAHANNOCK RIVER ENTRANCE – QUEENS CREEK – SHOALING
The Army Corps of Engineers, Norfolk District, Survey of Queens Creek Channel; dated June 21, 2017 indicates shoaling across the channel from Queens Creek Channel Buoy 2 (LLNR 14820) to Queens Creek Channel Lighted Buoy 5 (LLNR 14840). Least depths range from 5.8 feet MLLW to 1.8 feet MLLW. LNM 29/17
Chart 12235

VA – CHESAPEAKE BAY – MATTAWOMAN CREEK – SHOALING
Shoaling has been reported to a depth of 2-3ft at mean low water in the channel of Mattawoman Creek between Mattawoman Creek Light 1MC (LLNR 21580) and Mattawoman Creek Light 2 (LLNR 21585). Mariners are advised to transit the area with caution.
Chart 12226

VA – HAMPTON ROADS - WILLOUGHBY BAY
The USACE has reported shoaling in Willoughby Channel to 2.6 feet MLLW in the vicinity of Willoughby Channel Buoy 3 (LLNR 10583).
Chart 12246

VA – PAGEN RIVER – SHOALING
Significant shoaling has been identified in the Pagen River Channel between Pagan River Channel Daybeacons 15 (LLNR 11435) and Daybeacon 17 (LLNR 11445). Least depth of 3.3 FT.
HR BNM 218-19
Chart 12248

VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER ENTRANCE – DAVIS CREEK – SHOALING
Significant shoaling has been identified from USACOE survey dated 07 Sep 2016 in Davis Creek. Shoaling of the channel begins 100 yards south of Davis Creek Warning Daybeacon B (LLNR 14130) to a depth of 4.9 feet extending across the entire length and width of the channel to 150 yards north of Davis Creek Warning Daybeacon D (LLNR 14140) with a minimum identified depth of 1.2 feet. Ref LNM 12/17
Chart 12238

VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER ENTRANCE - HORN HARBOR
Shoaling has been reported to 1-2 feet extending 50 yards channel ward from Horn Harbor Lighted Buoy 8 (LLNR 14487). HR BNM 182-15
Chart 12238

VA – CHESAPEAKE BAY – BACK RIVER – SHOALING
A NOAA Survey identified shoaling to a depth of 6 feet MLW in Back River in approximate position 37°06'33.0"N, 076°16'40.8"W, approximately 75 yards west of Back River Daybeacon 6 (LLNR 12930). Mariners are advised to transit the area with caution. HR BNM 044-17, LNM 07/17
Chart 12222

VA – CHESAPEAKE BAY – YORKTOWN TO WEST POINT - QUEEN CREEK
Shoaling to less the 3 feet has been reported in Queen Creek from Queen Creek Entrance Light 2QC (LLNR 13785) to Queen Creek Daybeacon 10 (LLNR 13820). HR BNM 170-14
Chart 12243

VA – GREAT WICOMICO RIVER – SHOALING
Shoaling has been identified in the vicinity of Great Wicomico River Light 9 (LLNR 16300) extending 30 yards north and north northeast of structure to a depth of less than 2 feet.

VA – RAPPAHANNOCK RIVER – SHOALING
Rappahannock River mile 60 to 63, Devils Elbow. Shoaling has been reported to a depth of less than 04 ft at mean low water along the eastern side of the channel from Horse Head Point to south of Tobys Point extending along the eastern side of Tobys Point to North Bend. HR BNM 051-17, LNM 08/17
Chart 12237

VA - RAPPAHANNOCK RIVER - CORROTOMAN RIVER TO FREDERICKSBURG – GREENVALE CREEK SHOALING
An ACOE Survey of Greenvale Creek Channel indicates shoaling, to a least depth of 1.7 feet MLLW, across the channel from approximately 250 feet North-Northeast of Greenvale Channel Warning Daybeacon A (LLNR 15305) continuing inbound for approximately 880 feet. Ref LNM 50/16
Charts 12237

VA – EASTERN SHORE - CHESAPEAKE BAY – MATTAWOMAN CREEK – SHOALING
Shoaling has been located in Mattawoman Creek VA. Lowest depth found 3’ at high tide from Mattawoman Creek Light 1MC (LLNR 21580) to west of Mattawoman Creek Light 3 (LLNR 21590). VA BNM 006-20
Chart 12225

VA - MD - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - ST. CATHERINE SOUND LOWER ENTRANCE - SHOALING
Shoaling exists in St. Catherine Sound Lower Entrance at the following locations: (1) off the northeastern tip of St. Catherine Island extending channel ward to position 38°14’17.586N, 076°47’15.562W and position 38°14’32.841N, 076°47’14.761W, and (2) in the vicinity of St. Catherine Sound Lower Entrance 4L (LLNR 17230). Ref LNM 44/16, CCGD5 BNM 524-16
Chart 12286
VA - POTOMAC RIVER - YEOCOMICO RIVER - SHOALING
There has been a report of shoaling in the Yeocomico River within channel boundaries, located SE of South Yeocomico River Daybeacon 2 (LLNR 16830) to a depth of less than ten feet at mean low water. MD-NCR BNM 408-16, Ref LNM 50/16
Chart 12233

VA - POTOMAC RIVER - PINNY POINT TO LOWER CEDAR POINT - BONUM CREEK - SHOALING
Soundings in Bonum Creek indicates shoaling in the channel between Bonum Creek Warning Daybeacon C (LLNR 16885), Bonum Creek Warning Daybeacon D (LLNR 16890), and Bonum Creek Warning Daybeacon E (LLNR 16895). Due to extensive shoaling off Sandy Point Neck, the channel width has been reduced to approx 20ft between Bonum Creek Warning Daybeacons C and D. Mariners are urged to use caution.
Chart 12286

VA – UPPER POTOMAC RIVER – POTOMAC CREEK – SHOALING
Severe shoaling has been reported within the channel boundaries of Potomac Creek. Shoaling extends 15 yards channel ward of Potomac Creek Buoy 3 (LLNR 17920) with depths of 3 to 4 feet at MLW. Additional shoaling further in has been observed to a depth less than 3 feet at MLW. Ref LNM 14/18 Chart 12288

VA – RUDEE INLET – SHOALING
Survey dated 10 Mar 2020. Shoaling, least depth 6.6', for the width of the channel starting approximately 370’ west of the ends of the jetties extending eastward for approximately 300’.

NORTH CAROLINA SHOALING

NC – OREGON INLET – SHOALING
Shoaling has been reported IVO Oregon Inlet Buoy 15 (LLNR 28045) and Oregon Inlet 17 (LLNR 28005) near the Bonner Bridge. Mariners are advised to use extreme caution while navigating this area. NC BNM 284-19
Chart 12205

NC – OREGON INLET – SHOALING
Shoaling has been located in the vicinity of Oregon Inlet Buoy 17 encroaching from the south side of the channel. Water depths of 3 feet at MLW. Also shoaling has been located in Oregon Inlet from Oregon Inlet Buoy 21A (LLNR 28073) to Oregon Inlet Buoy 25 (LLNR 28080) encroaching from the south side of the channel. Water depths of 7ft at MLW. NC BNM 463-19, NC BNM 445-19
Charts 12204

NC – HATTERAS INLET – SHOALING
Shoaling exists IVO Hatteras Inlet Channel Lighted Buoy 12A (LLNR 28732.1) and Hatteras Inlet Channel Lighted Buoy 17 (LLNR 28753). Reported water depths of less 5 feet. NC BNM 477-19
Chart 11555

NC – HATTERAS INLET CHANNEL – SHOALING
Shoaling exists in Hatteras Inlet Channel to a depth of 4 foot at mean low water in various locations between Hatteras Inlet Channel Lighted Buoy 16 (LLNR 28750) and Hatteras Inlet Channel Daybeacon 20 (LLNR 28767). Mariners are advised to use caution while navigating this area. Chart 11555

NC – BARNEY SLOUGH - SHOALING
Shoaling has been found along north side of channel between Barney Slough Channel Buoy 4 (LLNR 28721.7) and Barney Slough Channel Lighted Buoy 6 (LLNR 28722.3). Observed depths of 4 feet MLW. And shoaling is occurring in the vicinity of Barney Slough Channel Lighted Buoy 15 (LLNR 28723.7). NC BNM 013-20
Chart 11555

NC – OCRACOKE INLET – BIG FOOT SLOUGH – SHOALING
Shoaling exists IVO Big Foot Slough Channel Buoy 11 (LLNR 29070). NC BNM 464-19

NC – BARDEN INLET – BACK SOUND – SHOALING
Shoaling exists in Barden Inlet and Back Sound between Barden Inlet Buoy 8 (LLNR 29180) and Barden Inlet Buoy 15 (LLNR 29210), average depth of less than 3 feet at MLW. Under the current condition of the inlet, the aids to navigation can no longer be configured to safely mark a passable channel and the aids to navigation will be discontinued. Two Danger Shoal Buoys will be placed at each end of the removed section. NC BNM 136-19
Chart 11545

NC – CORE SOUND – HARKERS ISLAND – THE STRAITS – SHOALING
Wilmington District USACE Survey of 12 Mar 2020 has identified significant shoaling IVO Harkers Island in The Straights. Depths as low as 4ft MLW were found between Core Sound Light 47 (LLNR 34680) and Core Sound Light 46 (LLNR 34675). NC BNM 085-20
Chart 11545

NC – BEAUFORT HARBOR – SHOALING
U.S. Army Corp of Engineers Survey on 4 Oct 2018 revealed significant shoaling between Beaufort Harbor Channel Lighted Buoy 2 (LLNR 34805) and Beaufort Harbor Buoy 2A (LLNR 34807) in Beaufort Harbor Channel. Depths as low as 6 feet at mean low water were reported along the right hand side of the channel when returning from sea. Mariners are advised to navigate with extreme caution when transiting this area. NC BNM 427-18, LN M 42/18
Chart 11545

NC – BOGUE INLET – SHOALING
After review of the USACE Survey of 12 FEB 2020, shoaling exist inside Bogue Inlet. Depths as low as 4ft MLW may be encountered IVO Bogue Inlet Buoy 13A (LLNR 29558). Mariners should exercise extreme caution when navigating this area and to refer to most recent USACE Survey available at https://www.saw.usace.army.mil/Missions/Navigation/Hydrographic-Surveys/AIWW/BFT CFR/
Chart 11541
NC – BOGUE SOUND – SHOALING
Shoaling has been reported between Bogue Sound Daybeacon 10 (LLNR 38875) and Bogue Sound Daybeacon 14 (LLNR 38895), 10 yards into the channel to a depth of 1-2 feet MLW. Mariners are advised to use extreme caution while navigating this area. NC BNM 228-18
Chart 11541

NC – BOUGE SOUND – PELETIER CREEK – SHOALING
Severe shoaling has been reported in Peletier Creek near Bogue Sound to a depth of 3 ft MLW. Aids to navigation have been removed, and Peletier Creek Entrance DBN 1 (LLNR 38820) and Entrance DBN 5 (LLNR 38835) have been converted to non-lateral warning aids. NC BNM 545-18
Chart 11541

NC – LENOXVILLE POINT – TAYLOR CREEK – SHOALING
Shoaling exists in the channel in vicinity of Lenoxville Point Buoy 1L (LLNR 34757) through Lenoxville Point Buoy 3 (LLNR 34760). NC BNM 294-18
Chart 11553

NC – CORE SOUND – WAINWRIGHT SLOUGH - SHOALING
Significant shoaling exists between Core Sound Light 5 (LLNR 34345) and Core Sound Daybeacon 5B (LLNR 34350) in Wainwright Slough. Depths less than 3 feet may be present within the channel. Mariners are advised to use extreme caution when transiting this area. NC BNM 384-18
Chart 11550

NC – WESTERN PART OF PAMLICO SOUND – PAMLICO RIVER – WRIGHT CREEK – SHOALING
Shoaling exists in the vicinity of Wright Creek Daybeacon 4 (LLNR 32870) off the Pungo River. NC BNM 141-18
Chart 11553

NC – INTRACOASTAL WATERWAY – NEUSE RIVER TO MYRTLE GROVE SOUND – CAUSEWAY CHANNEL – SHOALING
Shoaling has worsened IVO Causeway Channel Buoy 5A (LLNR 38731) and Causeway Channel Buoy 6A (LLNR 38736), depths as low as 4 feet may be encountered inside the markers at MLW. Mariners should exercise extreme caution when navigating this area. NC BNM 282-19
Chart 11541

NC – NEUSE RIVER TO MYRTLE GROVE SOUND – AICWW – NEW RIVER TO CAPE FEAR RIVER – BROWNS INLET
Shoaling has been reported in the AICWW near the intersection of Browns Inlet and the AICWW in the vicinity of New River – Cape Fear River Buoy 61A (LLNR 39223).

NC – NEUSE RIVER TO MYRTLE GROVE SOUND - NEW RIVER – NEW RIVER INLET CROSSING
Shoaling in New River Inlet Crossing near Bogue Sound - New River Buoy 72A (LLNR 39300) to a depth of 3 feet MLW. NC BNM 011-19
Chart 11542

NC – INTRACOASTAL WATERWAY – BROWNS INLET CROSSING – SHOALING
USACE Survey. Shoaling exists inside the ICW at Browns Inlet Crossing to depths of less than 1FT Mean Low Water (MLW). Floating aids to navigation mark route around shoal. Depths of less than 5 FT MLW may be encountered. Mariners should refer to most recent USACE survey available at https://www.saw.usace.army.mil/Missions/Navigation/Hydrographic-Surveys/AIWW/BFTCFR/
NC BNM 024-20
Charts 11541

NC – NEW TOPSAIL INLET – SHOALING
Significant shoaling has been reported throughout New Topsail Inlet. Multiple aids to navigation are unreliable and not marking good water. Mariners should use extreme caution while navigating this area.
Chart 11541

NC – BANKS CHANNEL – SHOALING
USACE Surveys revealed significant shoaling in Banks Channel to a depth of 1 ft MLW. Banks Channel Light 1 (LLNR 30050) to Banks Channel Daybeacon 3 (LLNR 30085), Daybeacon 9 (LLNR 30085) to Banks Channel Daybeacon 9A (LLNR 30090), Banks Channel Light 11 (LLNR 30095) to Banks Channel Daybeacon 12 (LLNR 30100) and Banks Channel Daybeacon 21 (LLNR 30135) to Banks Channel Buoy 22 (LLNR 30137).
Chart 11541

NC – CAROLINA BEACH INLET – SHOALING
Significant shoaling exists in Carolina Beach Inlet to a depth of less than 2 feet at mean low water in the area of Carolina Beach Inlet Buoy 7 (LLNR 30295) and Carolina Beach Inlet Buoy 9 (LLNR 30305). These aids to navigation are unreliable and not marking good water. Mariners are advised to use extreme caution while navigating this area. NC BNM 295-19
Chart 11541

NC - SNOWS CUT -  SHOALING
Shoaling exists in Snows Cut to a depth of 4 feet at mean low water in various locations between New River – Cape Fear River Buoy 162 (LLNR 39757) and New River - Cape Fear River Lighted Buoy 163 (LLNR 39825). Mariners are advised to use caution while navigating this area. NC BNM 293-19
Charts 11534

NC – LOCKWOODS FOLLY INLET – SHOALING
UPDATED INFORMATION. Cape Fear River – Little River Buoy 47 (LLNR 40225) in Lockwoods Folly Crossing was moved to position 33-55-17.921 N, 078-14-03.157 W to better mark shoaling. Shoaling exists in Lockwoods Folly Inlet to a channel depth of 4 feet at mean low water throughout the inlet and to a depth of 2 feet at mean low water in the crossing near Buoy 47A (LLNR 40230). Most recent USACE survey shows depths as low as 4 feet mean low water throughout the inlet and a depth as low as 2 feet at the entrance at mean low water. Mariners are advised to use extreme caution while navigating this area. NC BNM 186-19
Chart 11534

NC – INTRACOASTAL WATERWAY - MYRTLE GROVE SOUND TO LITTLE RIVER
Shoaling was found between Cape Fear River - Little River Buoy 80A (LLNR 40337) and Cape Fear River - Little River Buoy 82 (LLNR 40345). Depths as low as 3ft were observed in the ICW channel at MLW. Position 33-54°25.55"N, 078-23'4.41"W. Shoaling is across the entire channel.
Chart 11534
SUMMARY OF BRIDGE PERMITS, REGULATIONS AND CONSTRUCTION
IN THE FIFTH COAST GUARD DISTRICT

(Yellow indicates new item)

CURRENT PROJECTS
Permits:

SECTOR DELAWARE BAY

- Delaware
  Christianity - Christina River Bridge - Permit (1-17-5) signed April 7, 2017, for a fixed bridge across the Christina River, mile 3.8, City of Wilmington, New Castle County, DE. The bridge will provide a minimum vertical clearance of 14 feet above mean high water and a horizontal clearance of 150 feet centered on the axis of the navigable channel. (KB)
- New Jersey (Central & Southern)
  Oldmans Creek – US Route 130 Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 15, 2018; vertical clearance of 5 feet above mean high water and a horizontal clearance of 75 feet. (HP)
  Raccoon Creek – US 130 (fixed) Bridge - new fixed bridge structure to replace (lift) bridge. Permit (2-15-5) signed December 9, 2015. (KB)

Glimmer Glass - W9 (Brielle Road) Drawbridge – Fixed bridge replacement and drawbridge replacement Preliminary Navigation Clearance Determination (PNCD) issued on October 22, 2019. A fixed bridge replacement will provide a horizontal clearance of 31.9 feet and a vertical clearance of 60 feet above mean high water and a drawbridge replacement will provide a vertical clearance of 9 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 31.9 feet. (MS)

Atlantic Intracoastal Waterway, Middle Thorofare - Ocean Drive Causeway Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 10, 2019; vertical clearance of 80 feet above mean high water and a horizontal clearance of 80 feet. (MB)

- Pennsylvania
  Schuylkill River – Grays Ferry Pedestrian Bridge – Permit (3-17-5) signed November 27, 2017, for a swing drawbridge replacement with a vertical clearance of 26 feet above mean high water (closed position), unlimited vertical clearance in the open position, and a horizontal clearance of 75 feet in the west navigation span and 65 feet in the east navigation span. (MB)
  Darby Creek – S.R. 420 (Wanamaker Avenue) - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 13, 2018; vertical clearance of 11 feet above mean high water and a horizontal clearance of 78 feet. (MT)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- Maryland –
  Potomac River – Governor Harry Nice Memorial Bridge – Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 2, 2018; vertical clearance of 135 feet above mean high water and a horizontal clearance of 250 feet. The center of the main navigation span of the bridge may be shifted up to 585 feet to the west of the current navigation span. (KB)
  Neale Sound – MD-254 (Cobb Island Road) Bridge – Permit (1-18-5) signed May 2, 2018, for a fixed replacement bridge with a vertical clearance of 20 feet above mean high water and a horizontal clearance of 55 feet. (HP)
- Washington DC –
  Anacostia River – Frederick Douglass Memorial Bridge - Permit (2-17-5) signed December 4, 2017, for a fixed bridge replacement with a vertical clearance of 42 feet above mean high water and a horizontal clearance of 150 feet. (MB)
- Virginia (Northern)
  Potomac River – Governor Harry Nice Memorial Bridge – Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 2, 2018; vertical clearance of 135 feet above mean high water and a horizontal clearance of 250 feet. The center of the main navigation span of the bridge may be shifted up to 585 feet to the west of the current navigation span. (KB)

SECTOR VIRGINIA

- Virginia (Southern)
  Western Branch of the Elizabeth River – Churchland Bridge - Permit Amendment (53b-73-5) signed May 1, 2019, for a fixed bridge replacement of the northbound structure of the bridge with a structure providing a vertical clearance of 36.63 feet above mean high water and a horizontal clearance of 80 feet. (MS)

SECTOR NORTH CAROLINA

- North Carolina
  Atlantic Intracoastal Waterway – NC 210/50 Bridge, Surf City, NC - new fixed bridge structure to replace (swing) bridge. Permit (2-16-5) signed September 27, 2016. (KB)

  The Straits – Harkers Island Bridge – Bridge Replacement - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 24, 2017; vertical clearance of 45 feet above mean high water and a horizontal clearance of 125 feet. (MB)
  Pamlico Sound – Bridge No. 71 (Rodanthe) Bridge – new fixed bridge carrying NC 12 on the mainland side of the outer bank along the northeastern shore of Pamlico Sound from a position approximately 1.8 miles north of the southern boundary of the Pea Island National Wildlife Refuge to a position north of the Chincamingo Channel and the emergency ferry terminal in Rodanthe, Dare County, NC. Permit (1-19-5) signed on February 20, 2019. (HP)
  Perquimans River – Bridge No. 8 (US17 BUS/NC37) Bridge, Hertford, Perquimans County, NC - new drawbridge to replace existing drawbridge. Permit (6-19-5) signed December 31, 2019. (HP)

  Currituck Sound - All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the North Carolina Turnpike Authority and North Carolina Department of Transportation with plans for construction of a new highway fixed bridge over a navigable waterway of the United States.

  WATERWAY AND LOCATION: Currituck Sound, approximately 18 miles north of Wright Memorial Bridge, between Aydlett on the mainland and Corolla on the Outer Banks, in Currituck County, NC.

  CHARACTER OF WORK: The proposed project is to construct a new bridge across Currituck Sound from the mainland to the Outer Banks.
The proposed two-lane, fixed span bridge is approximately 4.7 miles long and will have a minimum vertical clearance of 15 feet above mean high water and 40 feet of horizontal clearance between piers. The navigation span will be placed over deepest water. The proposed bridge will extend from a point on the mainland just north of Aydlett to the Outer Banks near the Corolla Bay community just south of Great Beach Pond and Whale Head Bay. The purpose of the project is to substantially improve traffic flow on the project area’s thoroughfares (US 158 and NC 12), reduce travel time for persons traveling between the Currituck County mainland and the Currituck County Outer Banks, and reduce hurricane clearance time for residents and visitors who use US 158 and NC 168 during a coastal evacuation.

The new bridge will be a fixed bridge with a horizontal clearance of 40 feet between piers and a vertical clearance of 15 feet above mean high water.

A copy of Preliminary Public Notice D05PPN-04-2020, which describes the proposal in detail, can be obtained by calling (757) 398-6422 or by viewing at https://www.navcen.uscg.gov/?pageName=pnBridges. Comments on this proposal should be forwarded to the address in the notice no later than March 24, 2020. (MB)

Regulations:

SECTOR DELAWARE BAY

- Delaware – None
- New Jersey (Central & Southern) – None
- Pennsylvania – None

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- Washington, DC & Virginia (Northern) – None
- Maryland – None

SECTOR VIRGINIA

- Virginia (Southern) - None

SECTOR NORTH CAROLINA

- North Carolina – None

Construction, et al:

SECTOR DELAWARE BAY

- Delaware
  Lewes and Rehoboth Canal - Bridge 3-150 (State Road 1) Bridge – Bridge maintenance will be conducted from July 19, 2019, to December 30, 2020. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance to 32 feet above mean high water. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)

- New Jersey (Central & Southern) – None

- Pennsylvania – None

- Maryland – None

- Virginia (Southern) - None

- North Carolina – None

Construction, et al:

SECTOR DELAWARE BAY

- Delaware
  Lewes and Rehoboth Canal - Bridge 3-150 (State Road 1) Bridge – Bridge maintenance will be conducted from July 19, 2019, to December 30, 2020. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance to 32 feet above mean high water. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)

- New Jersey Intracoastal Water (NJICW), Ingram Thorofare - CR 601 (Avalon Blvd) Bridge – Bridge construction will be conducted from
September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Friday; through December 31, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 25 feet due to work floats located inside the navigational channel throughout for the duration of the maintenance period. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may transit through the bridge between 11:30 a.m. and 12:30 p.m., if at least a 24-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work vessels and barges may be reached on VHF-FM channel 13. The project foreman may be reached at (267) 907- 5087 or (215) 815-1251. Mariners should use extreme caution when transiting the area. (MT)

- New Jersey Intracoastal Water (NJICW), Beach Thorofare - US 30 (Absecon Boulevard) Bridge – Bridge maintenance that begun in September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Friday; through December 31, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 25 feet due to work floats located inside the navigational channel throughout for the duration of the maintenance period. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may transit through the bridge between 11:30 a.m. and 12:30 p.m., if at least a 24-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work vessels and barges may be reached on VHF-FM channel 13. The project foreman may be reached at (267) 907- 5087 or (215) 815-1251. Mariners should use extreme caution when transiting the area. (MT)

- Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge painting project will be conducted from March 25, 2019, to March 16, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance by 4 feet at the Tacony Truss and Palmyra Truss Spans and by 3 feet at the Arch Span. The Project Foreman may be reached at (267) 767-2550 or VHF/FM Ch. 13. Mariners are urged to use caution when transiting the area. (MS)

- New Jersey Intracoastal Water (NJICW), Ingram Thorofare - CR 601 (Avalon Blvd) Bridge – Bridge construction will be conducted from September 1, 2019, to May 25, 2021. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance to 33ft above mean high water. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)

- Manasquan River - New Jersey Route 35 Bridge – Bridge will remain in the closed-to-navigation position from Monday, January 20, 2020, to Friday, March 27, 2020, to facilitate replacement of the motor control center, which incorporates the main power distribution and electrical control for the bridge. The drawbridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 30 feet above mean

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high water. The bridge will be able to open for emergency vessels from Mon-Fri, from 7 a.m. to 4 p.m., if at least a 1-hour notice is given, and at all other times for the duration of the project, if at least a 4-hour notice is given. Mariners may contact the Bridge operator at the Route 88 Inland Waterway Canal at 732-899-9341 to request emergency bridge openings for this location. Mariners should use caution when transiting the area. (MB) Delaware River - SR 73 (Tacony-Palmyra) Bridge - Bridge maintenance will be conducted from February 12, 2020, to April 8, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. The maintenance will require a 2-hour advance notice for all requested bridge openings during the entire maintenance period. The project supervisor can be reached at (856) 429-3400. The bridge tender may be reached on VHF-FM channel 13 or 16. The movable span shall be unable to open for an emergency during the specified working hours unless a 2-hour notice is provided. Mariners are urged to use caution when transiting the area. (MB) Pennsylvania – Schuylkill River - Grays Ferry Railroad Bridge - Modification (pedestrian bridge) activities which began June 2018, are expected to finish on May 1, 2020. Work will be performed from 6 a.m. to 5 p.m.; M-F. During this bridge modification project, one navigation span will be occupied; the other navigation span will be open for vessels to transit. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water in the closed-to-navigation position, an unlimited vertical clearance in the open position, a horizontal clearance of 75 feet in the western navigation span, and 65 feet in the eastern navigation span. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Crane barges, material barges, and support vessels will be operating or stationed in the vicinity of the existing bridge. A.P. Construction Inc.’s vessels are monitoring VHF-FM channels 13 and 16 when working or vessels are operating. The City of Philadelphia construction manager may be contacted at 215-275-8066 and A.P. Construction, Inc.’s project foreman may be contacted at 215-651-6278 or 215-783-2262. Mariners should use extreme caution when transiting the area. (MT) Schuylkill River - I-76 (Schuylkill) Expressway, west bank, between University Avenue - Bridge maintenance will be conducted between Wednesday, March 27, 2019, and Friday, October 16, 2020; Mon-Fri; from 6 a.m. to 4 p.m. The maintenance will require a tug and two barges to work along the western bank of the Schuylkill River. The project superintendent may be reached at (610) 487-4976. The tug will be monitoring VHF-FM channels 13 and 16. Mariners should use caution when transiting the area. (MB) Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge painting project will be conducted from March 25, 2019, to March 16, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance by 4 feet at the Tacony Truss and Palmyra Truss Spans and by 3 feet at the Arch Span. The Project Foreman may be reached at (267) 767-2550 or VHF/FM Ch. 13. Mariners are urged to use caution when transiting the area. (MS) SECTOR MARYLAND-NATIONAL CAPITAL REGION • Maryland Chesapeake Bay - US 50/US 301 (William P. Lane Jr. Memorial) (Eastern Channel) Westbound Bridge – Bridge maintenance which began in July 2017, has been extended to December 31, 2020; 24 hours a day; 7 days a week. The work will involve the Spans 44-46 (span 45 is the navigational span). A barge and work vessels will be in and around the vicinity of the bridge. A work platform will be attached to the underside of bridge which will reduce the vertical clearance of the bridge span to approximately 56 feet above mean high water. During the maintenance period from March 5, 2019, through May 25, 2019, a work barge will be located near the center of the navigational span, reducing the horizontal clearance of the bridge to approximately 300 feet on either side of the barge. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (717) 490-1699 or 803-535-9995. Mariners should use extreme caution navigating through the area. (MT) Neale Sound - Bridge No. 0803800 (MD-254) Bridge - Construction activities will begin on May 21, 2018, and are expected to conclude on August 31, 2020. Work hours are from 6 a.m. to 6 p.m., Monday through Friday. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Marine equipment engaged in bridge construction will include the Tug Rising Sun; whirley crane Hampton Road on a 46-foot by 108-foot barge; pedestal crane Patapsco on a 40-foot by 100-foot barge; WS4 a 40-foot by 98-foot crane barge; SC149 a 52-foot by 115-foot deck barge; SC77 a 34-foot by 240-foot car float barge and work boats, jack boats and crew boats. Marine equipment will moor via spuds in Neale Sound during bridge construction and for heavy weather. Mariners may contact vessels and construction personnel via VHF-FM channel 13 and 16. The project superintendent may be contacted at (443) 980-7633 and the project area construction manager may be contacted at (410) 215-3579. Mariners should use extreme caution with extreme caution in the vicinity of the bridge and construction equipment. (HP) Isle of Wight (Sinepuxent) Bay - US 50 (Harry Kelley Memorial) Bridge - Bridge will be maintained in the closed-to-navigation position from 6 a.m. on January 27, 2020, to 6 p.m. on March 1, 2020, to facilitate submarine cable replacement. Vessels able to pass through the bridge in the closed position may do so from 10 p.m. to 6 a.m., from January 27, 2020, to February 3, 2020, and at anytime from February 3, 2020, to March 1, 2020. The bridge will not be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.559. (MS) • Washington DC Potomac River - Arlington Memorial Bridge - Major rehabilitation of the Arlington Memorial Bridge commenced in the Potomac River in Washington, DC in July of 2018, and will continue until November 2020. The initial work consisted of pinning a pier barge in place with a steel ramp connecting the barge to the shore on the western shoreline south of the bridge and outside of the federal navigation channel. Construction work will generally be conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., though nighttime work is possible. Marine equipment on site includes a crew boat, push boats, and up to 10 barges at various locations along the length of the bridge with work focused on the center span. In July of 2018, the project relocated the federal navigation channel under the center span of the bridge (Arch 5) to a temporary channel located under the adjacent span to the east (Arch 4). From Monday, March 16 through Friday, April 4, 2020, the temporary channel will be located under Arch 5 and Arch 4. On Saturday, April 5, 2020, the temporary channel will be reverted back to Arch 4. Navigation channel lighting at the bridge will be in accordance with Coast Guard requirements. The federal navigation channel (Arch 5) remains completely obstructed to replace the center span of the bridge. All elements will be marked and lighted in accordance with USCG requirements. Mariners are urged to use caution when transiting the area, and operate at the minimum speed necessary to maintain safe course near the work site. Interested mariners can contact the vessels BULLDOG II and CAPT. JACK via marine band radio VHF-FM channels 16 and 13 when actively working on the river, or at telephone number 305-304-6853. The Kiewit bridge construction contractor may be contacted at 813-323-4611. For any questions or concerns, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone (410) 576-2674 or (410) 576-2693. (MS/RH) Virginia (Northern) - None SECTOR VIRGINIA • Virginia (Southern) Queens Creek - I-64 Bridges - Bridge construction will be conducted from December 3, 2018, to September 24, 2021, Monday-Friday from 7 a.m. to 6 p.m. To facilitate the work, a temporary work trestle and a work barge will be in the vicinity of the navigational channel. A minimum
15-foot wide navigational opening will be maintained in the main navigational channel at all times. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)

Elizabeth River - Eastern Branch - Route 460 (Campostella Road) Bridge – Bridge has been damaged. The cluster pile causing the obstruction to the navigational channel in the vicinity of the northwest side of the Campostella Bridge has been removed. Even with the obstruction removed, the northwest quadrant of the fender system remains heavily damaged and unstable rendering it susceptible to continued failure and exposes the northwest quadrant of the bridge support structure. Mariners should continue to favor the south side of the channel to the extent possible to maintain safe speed, water depth, and maneuverability. Based on the most recent report, The Captain of the Port Sector Hampton Roads has set the horizon of safe navigation within 1200 feet. Mariners are advised the fender system lights have been verified in the following condition: northwest fender light (missing), southwest fender light (extinguished), southeast fender light (extinguished), northeast fender light (working). Both bridge centerline lights are operational. Plans to fix the damaged section of fender system are ongoing. Waterway users should not anticipate repairs being complete before March 31, 2020. Should you have any questions or concerns regarding this matter, contact United States Coast Guard Sector Hampton Roads Waterways Management Division duty phone at (757) 374-3408 or HamptonRoadsWaters@uscg.mil. For any urgent issues, please contact the Sector Hampton Roads Command Center on VHF-FM Channel 13 at (757) 783-8567. (MS)

Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway - Centerville Turnpike (SR-170) Bridge – Bridge maintenance began on Monday, May 13, 2019, and is scheduled to end on Friday, September 18, 2020. Bridge maintenance will be performed in six phases and updated notices will be published prior to each phase. This notice provides details for Phase V, scheduled from 6 a.m. on January 15, 2020, through 2 a.m. on February 20, 2020. Work hours are 7 days/week, from 6 a.m. to 2 am. The swing span of the bridge will be operational and maintained in the open-to-navigation position, except for testing. During work hours, bridge maintenance vessels and barges will occupy the navigation span, reducing the horizontal clearance to approximately 40 feet between 6 a.m. and 3:59 p.m., and closing the navigation span between 4 p.m. and 2 a.m. Brackets and barges will relocate from the navigation span, upon request, for emergency vessels as defined in 33 CFR 117.31. From 6 a.m. to 3:59 p.m., bridge maintenance vessels and barges will relocate from the navigation span for commercial vessels carrying liquefied flammable gas or other hazardous materials, upon request; and all vessels, upon request, if at least a two-hour notice is given. From 4 p.m. to 2 a.m., bridge maintenance vessels and barges will relocate from the navigation span for commercial vessels carrying liquefied flammable gas or other hazardous materials, if at least a two-hour notice is given; and all vessels at 6 p.m., 8 p.m., 10 p.m., and midnight, if at least a two-hour notice is given. Vessels may contact the bridge tender on VHF-FM channel 13 or (757) 547-3631. Vessels may contact work vessels or the project foreman on VHF-FM channel 13 or (757) 620-3565. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.997(i). The drawbridge has a vertical clearance of 4 feet above mean high water in the open position, a horizontal clearance of 80 feet. Mariners should adjust their transits accordingly and use extreme caution when transiting the area. (HP)

Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway - Route 168 (Great Bridge) and Route 165 (North Landing River) Bridge – A temporary deviation in operating schedules will be in effect from 7 a.m. on August 26, 2019, through 6 p.m. on February 19, 2020. The temporary deviation in the operating schedules for the Route 168 (Great Bridge) and Route 165 (North Landing River) Bridge is necessary to provide for public safety and mobility of vehicular traffic, while providing for the reasonable needs of navigation, during scheduled maintenance of the Centerville Turnpike (SR-170) Bridge across the Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway, mile 152, at Centerville, Virginia. The Route 168 (Great Bridge) and Route 165 (North Landing River) Bridge will maintain the bridge in the open-to-navigation position from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m., Monday through Friday, except Federal holidays, from 7 a.m. on August 26, 2019, through 6 p.m. on February 19, 2020. These bridges will open on signal at any time for commercial vessels carrying liquefied flammable gas or other hazardous materials and emergency vessels as defined in Title 33 Code of Federal Regulations Part 117.31. All other provisions of Title 33 Code of Federal Regulations Part 117.997(g) for the Route 168 (Great Bridge) and Part 117.1021 for the Route 165 (North Landing River) Bridge remain in effect. The Route 168 (Great Bridge) has a vertical clearance of 8 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 80 feet. Vessels able to pass through these bridges in the closed position may do so at any time. Mariners should adjust their transits accordingly and use extreme caution when transiting the area. (HP)

James River - US 17/US 258/SR 32 (James River Bridge) Bridge – Bridge maintenance will be conducted from 6:30 a.m. to 7:30 p.m.; Monday-Saturday; from 6:30 a.m. on December 2, 2019, through 7:30 p.m. on May 21, 2020. During the maintenance period, work barges, vessels, vehicles, platforms and lifts will be in and around the vicinity of the bridge and the small boat navigation channel. The work platform will occupy the small boat navigation channel, which will reduce the vertical clearance of the small boat navigational channel to approximately 19 feet above mean high water. The work vehicle will be performing maintenance on the lift span portion of the bridge from 9 p.m. to 5 a.m.; Sunday-Thursday; from 9 p.m. on January 1, 2020, through 5 a.m. on January 31, 2020. During work hours, the work vehicle will extend below low steel of the bridge approximately six feet, reducing the vertical clearance of lift span to approximately 54 feet above mean high water in the closed position. Vessels require the work vehicle to clear the lift span to transit through the bridge navigation span should notify the work foreman no less than 10 minutes prior to navigating through the bridge. The work vehicle and work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (252) 305-1674 or (423) 494-0833. Mariners should use caution navigating through the area. (MT)

Parmunkey River - US 30 (Eltham Road) Bridge – Bridge inspection personnel will be on-scene from December 02, 2019, to December 27, 2019. The inspection will require the use of an under-bridge inspection vehicle/snooper truck on the roadway and safety boat in the navigable channel. The inspection will be in progress from 8 a.m. to 5 p.m. The inspection crew is requesting a 10-minute advance notice for an opening to allow inspection personnel and equipment to relocate from the moveable span. The bridge tender may be reached on VHF/FM CH 13. Mariners should use caution when transiting the area. (KB)

SECTOR NORTH CAROLINA

- North Carolina
- Oregon Inlet - Herbert C. Bonner Bridge – Demolition of the old bridge is anticipated to be completed by January 31, 2020. During demolition of the old bridge, the designation of the navigation spans and placement of bridge lighting will be changed several times, as reflected below, and provided via updated local notice to mariners and broadcast notice to mariners. Phase 2 (Effective April 24, 2019): The navigation spans are between bridge bents 173 and 176 (old bridge, with no superstructure between bridge bents) and bridge bents 20 and 21 (span 21) on the new bridge. The approximate limiting navigation clearances are 70 feet above mean high water (new bridge, span 21) and 169 feet between bridge bents (old bridge, between bridge bents 173 and 176). Temporary bridge lighting has been placed between bridge bents 173 and 176 of the old bridge and between bridge bents 20 and 21 (span 21) of the new bridge. Phase 3 (to be announced): The navigation span will be between bridge bents 22 and 23 (span 23) of the new bridge. The adjacent spans of the old bridge will have been removed. The limiting navigation clearances (approximate) will be 70 feet above mean high water and 275 feet between bridge bents. Permanent bridge lighting will be placed between bridge bents 22 and 23 (span 23) of the new bridge. Mariners are advised to use extreme caution when transiting through the bridge, follow the aids to navigation closely and remain at least 500 feet clear of all construction vessels and equipment. Submerged concrete pilings are just below the surface of the water near construction activities. (HP)
Atlantic Intracoastal Waterway (Bogue Sound) - SR 1184 (Atlantic Beach Bridge) Bridge – Bridge maintenance, which began October 2018, will continue to be conducted from 7 a.m. to 7 p.m.; Monday-Saturday; through November 30, 2020. A crane barge, material barge, several tugs, several work vessels and platforms, and a snooper truck will be located in and around the vicinity of the bridge. During work hours, the snooper truck will be located in and around the navigational span of the bridge performing concrete repairs through November 30, 2020. During work hours, the crane barge, material barge, several tugs, several work vessels and platforms will be located within the navigation span performing work on the fender system through March 31, 2020. The snooper truck will extend below low steel of the bridge approximately ten feet, reducing the vertical clearance in the navigation span to approximately 55 feet above mean high water. Vessels that require the snooper truck to clear the navigation span to safely navigate through the bridge should notify the work foreman no less than 30 minutes prior to navigating through the bridge. The tugs, barges, and work vessels and platforms will reduce the horizontal clearance in the navigation span to approximately 38 feet. Vessels that require the tugs, barges, and work vessels and platforms to clear the navigation span to safely navigate through the bridge should notify the work foreman no less than one hour prior to navigating through the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (571) 287-9269 or (703) 231-8589. Mariners should use extreme caution navigating through the area. (MT)

Northeast Cape Fear River - US 74/SR 133 (Isabel S. Holmes) Bridge – Bridge will be maintained in the closed-to-navigation position to facilitate bridge repairs due to damage caused by Hurricane Florence. The repairs require the bridge to remain in the closed-to-navigation position. The bridge is a swing bridge with a vertical clearance in the closed-to-navigation position of 14 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open in case of an emergency and there is an alternate route for vessels to pass. Mariners should use caution when transiting the area. (MT)

Delaware – None

New Jersey (Central & Southern) - None

Pennsylvania – None

Maryland

Potomac River - Theodore Roosevelt (fixed) Bridge - DDOT is conducting an investigation and assessment of the bridge. They’ll assess structural condition, needs for extended life cycle, and safety compliance improvements. Then they will do a design analysis of alternatives with construction in the future (no date given). (HP)

Washington, DC –

Anacostia River – 11th Street Bridge Park – Proposed fixed pedestrian bridge park to be built on retained substructure of old 11th Street Bridge. (HP)

Virginia (Northern) – None

Virginia (Southern) – None

Virginia (Northern) – None

Virginia (Southern) – None

SECTOR NORTH CAROLINA

Mid-Currituck Sound (fixed) Bridge – Proposed new fixed structure. (MB)

Alligator River – US 64 (fixed) Bridge Proposed new fixed bridge structure to replace (swing) bridge in final review of the design and environmental package.

Cape Fear River – Wilmington bypass south (fixed) Bridge Proposed new fixed bridge structure in review of the design and environmental package. (MT)

Permits/Construction:

SECTOR DELAWARE BAY

- Delaware – None
- New Jersey (Central & Southern) - None
- Pennsylvania – None

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- Maryland
- Potomac River - Theodore Roosevelt (fixed) Bridge - DDOT is conducting an investigation and assessment of the bridge. They’ll assess structural condition, needs for extended life cycle, and safety compliance improvements. Then they will do a design analysis of alternatives with construction in the future (no date given).
- Washington, DC –
- Anacostia River – 11th Street Bridge Park – Proposed fixed pedestrian bridge park to be built on retained substructure of old 11th Street Bridge. (HP)
- Virginia (Northern) – None
- Virginia (Southern) – None

SECTOR NORTH CAROLINA

- Mid-Currituck Sound (fixed) Bridge – Proposed new fixed structure. (MB)
- Alligator River – US 64 (fixed) Bridge Proposed new fixed bridge structure to replace (swing) bridge in final review of the design and environmental package.
- Cape Fear River – Wilmington bypass south (fixed) Bridge Proposed new fixed bridge structure in review of the design and environmental package. (MT)
**SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS**

**NEW OR UPDATED INFORMATION**
New, updated or very important information in this enclosure will be highlighted in yellow.

**DREDGING AND MARINE CONSTRUCTION CAUTIONS**
Mariners are cautioned to stay clear of dredge, booster, floating (pentoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Dredging projects are usually conducted 24 hours a day, 7 days a week. All fishnets, crab pots and structures in the general area must be removed prior to commencement of any work. A NO WAKE transit is requested of all vessels passing the dredge and if necessary to clarify a SAFE PASSAGE contact the dredge on the appropriate VHF-FM channels.

**NJ – GREAT EGG HARBOR BAY – OCEAN CITY – NORTHERN AND CENTRAL HARBOR DREDGING**
**UPDATED END DATE.** Charter Contracting Company on behalf of the City of Ocean City will be conducting mechanical dredging operations in the northern and central harbors of Ocean City, NJ. Operations are expected from October 1, 2019 through May 31, 2020. Work will involve operation of barges in shallow water and narrow channels. Barges will be transporting dredge material via Great Egg Harbor Bay and Great Egg Harbor River and may be restricted in ability to maneuver. Mariners are advised to use caution when transiting in the vicinity of dredging operations. For more information or questions, contact Conor Nielsen at 857-225-5911. Chart 12318

**NJ – GREAT EGG HARBOR BAY – BEESLEYS POINT – TRANSITION TOWER CONSTRUCTION**
In mid-August 2019, South State Contractors will begin construction of new transition towers in Great Egg Harbor Bay west of the Garden State Parkway Great Egg Harbor. The new towers will be located approximately 500’ to the west of the existing towers. All barges and work boats involved will be monitored. Marine VHF channel 13. Project work will be conducted 7 days a week between the hours of 5:00 a.m. and 8:00 p.m. and expected to last till Aug 2021. A floating dock consisting of Shugart barges will be staged outside of navigable channel near the old Route 9 bridge. Chart 12316

**NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR – MARINE CONSTRUCTION**
On behalf of the New Jersey Natural Gas Company (NJNG), CDM Smith Inc. will be installing a 12-inch diameter steel underground utility distribution main beneath the Little Egg Harbor via horizontal directional drilling (HDD). Construction activities are scheduled to commence on or about March 1, 2020 and resuming in fall 2020. The HDD will be supported by a temporary cofferdam and temporary jack-up barge surrounded by a turbidity curtain situated in the middle of Little Egg Harbor. Floating pipe will extend from the cofferdam on the western side toward Dock Road in Eagleswood Township, Ocean County, NJ. Chart 12316

**NJ – INTRACOASTAL WATERWAY LITTLE EGG HARBOR TO CAPE MAY– OCEAN CITY – DREDGING**
The Great Lakes Dredge & Dock Company, LLC will be conducting dredging operations associated with beachfill periodic nourishment. Dredging will occur in the vicinity of Ocean City, NJ, at the below approximate locations. Equipment during the project will include a combination of the following: Hydraulic Dredge Illinois, Tug Charlotte V, Tug Volunteer State, Crew Boat Vessel Muskegon River, Derrick GL 66, Anchor Barge GL 115. Project work is expected early January 2020 through April 2020. Operations will be conducted 24 hours per day 7 days per week. Marine VHF Channels 13 & 16 will be monitored for any concerned vessel traffic. Mariners are reminded to maintain a safe distance from all dredge equipment and vessels. Approximate Locations:

<table>
<thead>
<tr>
<th>Great Egg Harbor Inlet Borrow Area</th>
<th>Submerged Pipeline - Great Egg Harbor Inlet to Ocean City North</th>
</tr>
</thead>
<tbody>
<tr>
<td>39°17’34.30”N 74°32’16.42”W</td>
<td>39°17’45.35”N 74°31’22.89”W Latitute (N) Longitude (W)</td>
</tr>
<tr>
<td>39°17’34.30”N 74°32’16.42”W</td>
<td>39°17’45.35”N 74°31’22.89”W</td>
</tr>
<tr>
<td>39°17’30.70”N 74°32’13.97”W</td>
<td>39°16’55.60”N 74°32’31.80”W</td>
</tr>
</tbody>
</table>

**NJ – INTRACOASTAL WATERWAY - GREAT SOUND – DREDGING**
The Barnegat Bay Dredging Co. will be conducting maintenance dredging in Great Sound, Cape May County, NJ between the following coordinates: 39°04’34”N, 74°46’13”W and 39°05’53”N, 74°45’52”W. Estimated completion date of April 1, 2020. Dredge FULLERTON will monitor marine VHF channels 11, 13, and 16. Mariners are requested to use extreme caution near the dredging equipment and reduce speed to minimize wake. Chart 12316

**NJ – CAPE MAY FERRY TERMINAL – DREDGING**
The Barnegat Bay Dredging Co. will be conducting maintenance dredging at the Cape May Ferry Terminal slips from 25 Feb to 6 Apr 2020. Dredge MONTGOMERY will monitor marine VHF channels 11, 13, and 16. Mariners are requested to use extreme caution near the dredging equipment and transit the area at their slowest safe speed to create minimum wake. Chart 12304

**PA – DELAWARE RIVER – MARCUS HOOK ANCHORAGE – DREDGING**
**UPDATED INFORMATION.** The Captain of the Port (COTP), Delaware Bay, is notifying mariners that Safety Zones Two and Three associated with the Philadelphia to Sea Dredging Maintenance and Deepening Projects have been removed. Anchorage requirements for Marcus Hook Anchorage (No. 7) have returned to normal in accordance with 33 CFR 110.157. Safety zone one remains in effect for the duration of the maintenance project. Please see the latest version of Marine Safety Information Bulletin (MSIB) 03-20 PHILADELPHIA TO SEA DREDGING MAINTENANCE AND DEEPENING PROJECT at [https://homeport.uscg.mil/port-directory/delaware-bay](https://homeport.uscg.mil/port-directory/delaware-bay) for updated information regarding the safety zones. Safety Zone One "Active" includes all the waters within a 250 yard radius of the dredge ESSEX and all associated dredge equipment operating in or around Marcus Hook Range. Chart 12312
PA – NJ – MIFFLIN RANGE – FORT MIFFLIN TERMINAL DOCK – MARINE CONSTRUCTION
Commerce Construction Corporation will be performing marine construction for Energy Transfer Partners at their Fort Mifflin Terminal Dock, located along the Delaware River in Tinicum Township, PA. All work will occur outside of the channel in the immediate vicinity of the Energy Transfer Partners Marine Terminal docks. Crews will be on the water from 6:00 AM to 6:00 PM Monday thru Sunday, thru Dec 2020. Multiple barge mounted cranes, support barges and small craft will be near the dock supporting construction activities. Operators of vessels of all types should be aware that men will be working on floating equipment and within the water around the crane barge and docks. A NO WAKE transit is requested. LNM 40/18
Chart 12312

PA – NJ – DELAWARE RIVER – PORT OF PAULSBORO – MARINE CONSTRUCTION
The Paulsboro Marine Terminal will be conducting construction activities along the existing marine wharf. The multi-phase project will involve creation of a new berth on the downriver side of the existing pier. The project will continue through Oct 2021. During construction, there will be multiple tugs, work vessels, material and crane barges in the vicinity of the pier and Mantua Creek. For questions contact Coast Guard Sector Delaware Bay Waterways.
Chart 12312

MD – CHOPTANK RIVER – CAMBRIDGE – MARINE CONSTRUCTION
McLean Contracting Company will be replacing the Timber Bulkhead at Cambridge Marine Terminal in Cambridge Creek in Dorchester County MD. Construction equipment and barges will be in the waterway during construction. Work expected to last until 30 Nov 2020. Equipment will monitor VHF-FM channels 13 and 16. Contact John Hackmann 443-623-8412 or Jay Musser 443-392-8089 for additional information.
Chart 12266

MD – CHESAPEAKE BAY – POPLAR ISLAND – ONGOING MARINE CONSTRUCTION
Maintenance dredging operations will occur in the entrance channel to Lake Ogleton, Anne Arundel County, MD from March 15 until May 31, 2020. Approximate position 38°57′7.89″N, 76°27′27.98″W. Dredging will take place in the entrance channel to Lake Ogleton with barges moving in and out of the channel transporting dredge spoils. The channel width will be restricted during the dredging operation. Mariners are urged to use caution when transiting the area and reduce to a no-wake speed in the vicinity of the equipment. The Edwin A. and John O. Crandell, Inc. tug boat “Big C Too” and our dredge can be contacted on marine band radio VHF-FM channels 13 and 16. For more information or questions contact, Scott Huchenski, Superintendent, 570-357-7894 or Mr. Jay Musser, Area Construction Manager, 443-392-8089.
Ref LNM 1919
Chart 12266

MD – EASTERN BAY – COVE CREEK – DREDGING
Maintenance dredging will take place in the entrance to Cove Creek Club Marina between 15 Mar and 15 Apr 2020. Contact Mark McCloy at 410-643-4868 for any questions or additional information. LNM 1120
Chart 12270

MD – SEVERN RIVER – ENTRANCE TO LAKE OGGLETON – DREDGING
Maintenance dredging operations will occur in the entrance channel to Lake Ogleton, Anne Arundel County, MD between 15 Mar and 15 Apr 2020. Approximate position 38°57′7.89″N, 76°27′27.98″W. Dredging will take place in the entrance channel to Lake Ogleton with barges moving in and out of the channel transporting dredge spoils. The channel width will be restricted during the dredging operation. Mariners are urged to use caution when transiting the area and reduce to a no-wake speed in the vicinity of the equipment. The Edwin A. and John O. Crandell, Inc. tug boat “Big C Too” and our dredge can be contacted on marine band radio VHF-FM channels 13 and 16. Alternatively, we can be reached by phone at 410-867-0200.
Ref LNM 1919
Chart 12266

MD – APPRAISALS TO BALTIMORE – STONEY CREEK – LONG, ELI AND SLOOP COVES – DREDGING
Maintenance dredging operations will occur in Stoney Creek in Anne Arundel County, MD until 31 Jul 2020. Approximate position 38°57′7.89″N, 76°27′27.98″W. Dredging will take place in the entrance channel to Lake Ogleton with barges moving in and out of the channel transporting dredge spoils. The channel width will be restricted during the dredging operation. Mariners are urged to use caution when transiting the area and reduce to a no-wake speed in the vicinity of the equipment. The Edwin A. and John O. Crandell, Inc. tug boat “Big C Too” and our dredge can be contacted on marine band radio VHF-FM channels 13 and 16. Alternatively, we can be reached by phone at 410-867-0200. GLD&D equipment will monitor VHF-FM 13 and 16.
Ref LNM 1919
Chart 12266

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE – DREDGING
Great Lakes Dredge and Dock (GLD&D) will be conducting dredging operations in Brewerton Eastern Extension, Tolchester channel, Brewerton Angle, Brewerton Channel, and the Northwest Branch (East Channel) Harbor channels until 31 Jul 2020. Equipment will monitor VHF-FM 9, 13, 16. GLD&D equipment on scene will be Dredge 54 and 55, tugs MICHAEL DAIGLE, BERING DAWN, ANNE JARRETT, ALLIE B, GULF DAWN, REED DANOS, HAYES, which may be contacted on VHF-FM channels 5, 13, 16. For more information or questions, contact Lester Salinas at 630-649-8879. LNM 1120
Chart 12270

DC – POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – ANACOSTIA RIVER – MARINE CONSTRUCTION OPERATIONS
Construction of the new Frederick Douglass Memorial (South Capitol Street) Bridge across the Anacostia River in Washington, DC continues into 2022. Work is conducted Monday through Saturday, 7 am to 7 pm, with intermittent night work and currently consists of: 1. The temporary West Trestle, which extends from the shoreline eastward to the center of the federal navigation channel and includes new Bridge Pier 1 and the western portion of the new bridge superstructure. The western half of the federal navigation channel, approximately 150 feet, is currently restricted to navigation. This area is marked with two orange and white information and regulatory marker buoys labeled “Danger” that are placed approximately 85 yards upstream of the bridge. 2. The temporary East Trestle, which extends from the shoreline westward to the eastern limit of the navigation channel and includes new Bridge Pier 2 and the eastern portion of the new bridge structure. This area is marked with two orange and white information and regulatory marker buoys labeled “Danger” with the standard “Exclusion” diamond symbol that are placed approx 85 yards upstream of the bridge. The federal navigation channel east of the center pier (eastern half), approximately 150 feet wide, remains available for navigation. To support active construction operations, a vessel/barge may be intermittently positioned within the navigable channel. Mariners intending to transit this area are urged to contact the vessels MS. BECKY or CLAIRE MARIE for passing arrangements.
Chart 12289
VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – WALLOPS ISLAND – DREDGING AND BREAKWATER CONSTRUCTION
Continental Heavy Civil Corp will be conducting a Breakwater and Beach Nourishment project at Wallops Island in Accomack County VA. Operations will begin on 25 Mar 2020 and continue until Feb 2021. The vessels CAPTAIN BEAU and HEIDI will be on scene. The beach nourishment project will be along the beach front inside the NASA base. The construction of six off shore stone breakwaters will be directly in front on the newly placed sand. The project will include, barging material from Cape Charles Terminal to Wallops Island for the installation of the stone breakwaters. Project Coordinates are 37°51’10.06”N, 75°27’41.12”W. Contact Francisco J. Juelle for more information at 787-238-3243 or fjuelle@chcivil.com. LNM 1120
Chart 12210

VA – LYNHAVEN INLET – CRAB CREEK – LONG CREEK – DREDGING
Caroline Marine Structures will be conducting dredging operations in two locations within the Lynnhaven Inlet. The dredging will begin in Crab Creek on February 3rd and end on February 29th 2020. The dredging will then continue into Long Creek on March 1st and end on April 29th 2020. Dredging will be conducted during daylight hours only 7 days per week. On-site supervisors will monitor marine VHF-FM channels 13 and 16. Mariners are requested to use extreme caution near the dredging equipment and transit the area at their slowest safe speed to create minimum wake.
Chart 12254

VA – CHESAPEAKE BAY ENTRANCE – CHESAPEAKE BAY BRIDGE TUNNEL – MARINE OPERATIONS
Chesapeake Tunnel Joint Venture will continue Tug, Crane and Barge operations near the existing tunnel protection berms for Islands 1 and 2. This work will not impede the navigational channel. Operators of vessels of all types should be aware that at different times the crane barge may be held in place by way of spuds and at other times it may be held in place by a six point anchoring system or made fast to several steel mooring piles. Buoys will be attached to the anchors so that the anchors may be moved as the crane barge advances along the project. The Buoys will be illuminated at night by one steady flashing white lights and the barges will be illuminated by steady white lights on all corners. The steel piles will be illuminated at night by steady white lights. The steel piles and trestle will be positioned west of Island #1 approximately 125 feet and extending north of the fishing pier approximately 1000 feet. The tug ROBERT T and the tug ANGELINA AUTUMN will be standing by on VHF-FM channels 13 and 16.
Charts 12222

VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING
Weeks Marine Inc. will be conducting dredging operations in and in the vicinity of Thimble Shoal Channel, West Norfolk, Virginia. Continuing until approximately 31 August 2020 the Clamshell Dredge “Weeks 506”, Tug “Thomas”, Scows (258 and 259) and tender tug “Liz Alma” will be operating in the Thimble Shoal Channel between Thimble Island Dredge Material Management Facility, near 36-54-20.09N, 076-20-49.36W. The Dredges CKC 2400 and R-5 will be operating in the dredging areas with the assistance of a Tender Tug, a Towing Tug, and three scows. All vessels and crew will monitor VHF-FM channels 13 and 7 during the project execution. Should you have any questions and or comments, contact Jim Matters at 410-320-7534.
Chart 12222

VA – HAMPTON ROADS – ELIZABETH RIVER – NEWPORT NEWS CHANNEL – DREDGING
UPDATED END DATE. Cottrell Contracting Corporation of Chesapeake, Virginia Dredge LEXINGTON will be conducting dredging operations in various locations within the Norfolk Harbor Federal Channel. Dredging will be between Elizabeth River Channel Lighted Buoy 1ER (LLNR 9445) and Elizabeth River Channel Lighted Buoy 25 (LLNR 9710) and in the Newport News Channel between Newport News Channel Lighted Buoy 2 (LLNR 10840) and Newport News Channel Lighted Buoy 10 (LLNR 10875). The dredge will continue until 1 Jun 2020.
Chart 12222

VA – ELIZABETH RIVER – NORFOLK HARBOR – CRANEY ISLAND – DREDGING
Dredging and unloading operations will continue until 1 Jun 2020 east of the Craney Island Dredge Material Management Facility, Elizabeth River VA in the vicinity of 36-54-7.89N, 076-20-38.04W (South Dike Area) and 36-54-37.3N, 076-20-39.60W (Center Dike Area). Loaded scows will be towed from this location to the Unloader Barge at Thimble Island Dredge Material Management Facility, near 36-54-20.09N, 076-20-49.36W. The Dredges CKC 2400 and R-5 will be operating in the dredging areas with the assistance of a Tender Tug, a Towing Tug, and three scows. All vessels and crew will monitor VHF-FM channels 13 and 7 during the project execution. Should you have any questions and or comments, contact Jim Matters at 410-320-7534.
Chart 12245

VA – LAFAYETTE RIVER – DREDGING
H&H Enterprises will be dredging two tributaries of the Lafayette River, a half mile Northwest of the Granby Street Bridge. The tugboat, Jesse Lee, will be transiting the Lafayette River with mud barges to the Craney Island Dump Basin and standing by on VHF-FM channels 13, 16 and cell 757-407-1829. Dredging operations will begin October 7 and end May 30, 2020. For more information or questions, contact Chris Hodges at 757-484-0308.
Chart 12222

VA – ELIZABETH RIVER – SOUTHERN BRANCH – IVO JORDAN BRIDGE - MARINE CONSTRUCTION
Beginning Feb 17 through Mar 31, 2020 Seaward Marine Corporation in conjunction with Atlantic Wood Industries will be installing pipe piles at the west side of the of the Southern Branch on the Elizabeth River at Mile Marker 2.5 on the ICW. More precisely at the west wall parallel with the Elizabeth River at the Jordan Bridge on the Portsmouth, VA side. All Mariners are requested to maintain a slow bell and adhere to the no wake zone and remain a safe distance from any crane barges at the site. Construction will be well west of the navigable channel. Vessels and the Job Superintendent will be monitoring VHF-FM channels 13 and 16. For more information or questions, contact Eric Wiedemann Project Manager 757-288-7824
Chart 12206

VA – JAMES RIVER - NEWPORT NEWS MARINE TERMINALS – DREDGING
W3 Marine dredge MOBRO 112 will be conducting dredging operations at Newport News Marine Terminal Pier B, north and south; and Pier C, north and south; until 31 Mar 2020. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to review the DREDGING AND MARINE CAUTIONS notice at the beginning of this section. Mariners are requested to stay clear of the dredges, dump scows, and attendant plant and exercise extreme caution when approaching, passing, and leaving the dredge area.
Chart 12245
VA – YORK RIVER - PAMUNKEY RIVER – TRANSMISSION LINE REPLACEMENT
STANTEC on behalf of Dominion Energy will be rebuilding an existing overhead transmission line which crosses the Pamunkey River approximately 6.5 miles west northwest of West Point, VA. Work will consist of the removal and replacement of five transmission structures within the Pamunkey River and adjacent tidal marsh. All new structures will be located outside the navigational channel. One existing structure, 224/228 is located within the river. Construction will begin on Sep 22, 2019. During the wire pulling operation, two boats will be actively patrolling the waterway and making contact with any vessel traffic. Barges will be moored in the Pamunkey River outside of the navigational channel when not actively working.
Chart 12244

VA – RAPPANNOCK RIVER – CABLE CROSSING INSTALLATION
Construction activities by Croman Construction for the Dominion Energy Virginia Rappahannock River Cable Crossing will commence on or about September 23rd, 2019 east of the VA Route 3 Rappahannock River Bridge in the vicinity of 37 37 01.655N, 076 25 44.9639W (South Platform) and, 37 37 55.1326N, 076 24 52.724W (North Platform). Work will continue until Apr of 2021. The Crane Barges Xavier and CKCC 495 will be performing the construction activities supported by a Tender Tug, a Towing Tug, and material barges. All vessels and crew will monitor VHF channels 13 and 7. For more information or questions, contact James Matters 410-320-7934.
Chart 12237

VA – POTOMAC RIVER - DUMFRIES – SHORELINE STABILIZATION – TURBIDITY CURTAIN
In conjunction with the Shoreline Stabilization Project, a Turbidity Curtain will be installed in the Potomac River at Dumfries, VA. The curtain will extend approximately 75 to 100 feet into the Potomac River in approximate position 38.549073, 77.274838, to 38.547058, 77.276584 and will be lighted every 100 feet. It is expected to be in place until Aug 2020. For any questions, contact Jessica Kelly at 757-778-7337.
Chart 12288

VA – SANDBRIDGE – HELL POINT CREEK – BRIDGE – DEMOLITION
Sandbridge Road Bridge over Hell’s Point Creek demolition. Demolition of the existing bridge structure will affect the waterway beginning 2 Dec 2019. The overall duration of the project is 14 months and has a scheduled completion date of July 2020. For any question or more information contact, Ryan Johnson of the City of Virginia Beach at 757-385-2050.
Chart 12205, 12207

NC – OREGON INLET – BONNER BRIDGE - ARTIFICIAL REEF DEPLOYMENTS
North Carolina Division of Marine Fisheries will be conducting bridge material deployments at several artificial reefs located offshore of Oregon Inlet. Material will be deployed from a barge and tugboat, which will have limited maneuverability while offloading. Deployments will take 2-3 hours each, and will occur over the next 12 months. For more information, contact Jordan Byrum with the Division’s Artificial Reef Program at 252-808-8036 or at jordan.byrum@ncdenr.gov. The following artificial reefs will be used.
AR-130 (36° 00.296’N, 75° 31.957’W), AR-140 (35° 56.718’N, 75° 31.965’W), AR-145 (35° 54.017’N, 75° 23.883’W), AR-160 (35° 43.888’N, 75° 26.771’W)
Chart 12204

NC – HATTERAS INLET – CONSTRUCTION AREA
NCDOT is performing construction work in Hatteras Inlet on the shoreline near the Ocracoke North Ferry Terminal in approximate position 35-11’29”N, 075-46’48”W. Mariners are advised to travel at no wake speeds and use caution while navigating this area. NC BNM 311-19

NC – PAMLICO SOUND – OUTER BANKS – US 12 - BRIDGE CONSTRUCTION
Construction will take place on the new US-12 Bypass Bridge (also known as Jug Handle) from Jan 2019 through May 2021 on the Outer Banks of NC. This bridge extends approximately 2.5 from the southern end of the Pea Island National Wildlife Refuge over the Pamlico Sound into Rodanthe. The air draft along the new bridge during construction will be restricted to 14 feet. https://www.ncdot.gov/projects/nc12-rodanthe/Pages/default.aspx Chart 12204

NC – CAPE LOOKOUT TO NEW RIVER - EMERALD ISLE, PINE KNOLL SHORES, AND ATLANTIC BEACH – BEACH RENOURISHMENT
Great Lakes Dredge & Dock Company will use an area approximately 1.690ft x 645ft between Radio Island and Goat Island in the Beaufort Inlet Channel as a staging area for pipeline and waterside equipment for the duration of the referenced project including mob and demobilization. Inside the coordinates of this waterside staging area, there could be pipeline on the bottom that could cause hazards to navigation and thus all vessels should avoid and stay outside of this area defined by the coordinates listed below. This operation will involve dredges, tugs, barges, derricks, and crew boats to complete barge fill operations. Seven submerged pipeline setups will be placed on the ocean floor; one in Emerald Isle and two in Indian Beach with each pipeline composed of approximately 3,200ft of subline. The dredges Liberty Island and Doug Mackie/Ellis Island will perform fill operations in Emerald Isle, Pine Knoll Shores and Atlantic Beach. All pumped material will be dredged from the designated ODMS Borrow Site just East of the Morehead City Navigation Channel between Buoys 5 and 7. Operations will be conducted from Jan 30 Apr 2020. For more information or questions contact Eugene Corey, Site Manager 630-418-8276, Nick Yancy, Project Engineer 630-207-3593, Chris Pomfret, Project Manager 239-250-0974. Chart 11543

NC – TOPSAIL INLET – BANKS CHANNEL – DREDGING
UPDATED COMPLETION DATE: Continuing until approximately 30 April 2020 Weeks Marine hydraulic dredge “JS Chatry” will be operating in the Topsail Inlet and Banks Channel, Pender County, NC.
Work limits for borrow area at “Topsail Inlet” will be bound by the following approximate positions:
34°21’12.91”N, 77°41’5.75”W, 34°21’46.85”N, 77°40’9.63”W, 34°20’6.02”N, 77°38’54.23”W, 34°19’36.46”N, 77°39’41.87”W
Work limits for borrow area at “Banks Channel” will be bound by the following approximate positions:
34°20’59.32”N, 77°39’44.49”W, 34°20’37.83”N, 77°39’25.11”W, 34°20’37.26”N, 77°36’17.18”W, 34°20’16.50”N, 77°36’27.01”W
Once underway, dredging operations will continue on a twenty-four (24) hours per day, seven days per week basis. The dredge will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made.
PM, James Ferguson - (985) 273-1286, jferguson@weeksmarine.com, Site Mgr., Jimmy Rude - (985) 237-5063, jrude@weeksmarine.com, Site Mgr., Paul Stewart - (985) 373-8352, pfstewart@weeksmarine.com
Chart 11541
NC – Mason and Masonboro Inlets – Dredging

**UPDATED INFORMATION.** Demobilization will occur until approximately 31 March 2020.

**Staging Area at Masonboro Inlet**

Staging Area at Masonboro Banks Channel will be bound by the following approximate positions:

- 34°11'21.83"N, 77°48'49.21"W
- 34°10'50.39"N, 77°48'28.73"W
- 34°10'56.00"N, 77°48'1.26"W
- 34°10'30.23"N, 77°48'24.88"W
- 34°10'57.02"N, 77°49'7.93"W
- 34°11'19.30"N, 77°49'3.18"W

**Staging Area at Masonboro Inlet**

Staging Area at Masonboro Inlet will be bound by the following approximate positions:

- 34°11'21.83"N, 77°48'49.21"W
- 34°10'50.39"N, 77°48'28.73"W
- 34°10'56.00"N, 77°48'1.26"W
- 34°10'30.23"N, 77°48'24.88"W
- 34°10'57.02"N, 77°49'7.93"W
- 34°11'19.30"N, 77°49'3.18"W

**Starting approximately 15 January 2020 and continuing until approximately 1 March 2020**

Weeks Marine hydraulic dredge “Borinquen” will perform maintenance dredging in the Mason Inlet excavation area and the Atlantic Intracoastal Waterway (AIWW), New Hanover County NC.

**Work limits for the borrow area at “Mason Inlet”**

- 34°15'0.84"N, 77°46'54.99"W
- 34°14'49.86"N, 77°46'24.07"W
- 34°14'33.53"N, 77°45'51.30"W
- 34°14'24.21"N, 77°45'58.54"W
- 34°14'43.81"N, 77°46'28.05"W
- 34°14'53.55"N, 77°47'1.51"W

**Starting approximately 15 January 2020 and continuing until approximately 1 March 2020**

Weeks Marine hydraulic dredge “Borinquen” will perform maintenance dredging in the Mason Inlet excavation area and the Atlantic Intracoastal Waterway (AIWW), New Hanover County NC.

**Work limits for the borrow area at “AIWW”**

- 34°15'0.84"N, 77°46'54.99"W
- 34°14'49.86"N, 77°46'24.07"W
- 34°14'33.53"N, 77°45'51.30"W
- 34°14'24.21"N, 77°45'58.54"W
- 34°14'33.53"N, 77°45'51.30"W
- 34°14'53.55"N, 77°47'1.51"W

**Starting approximately 15 January 2020 and continuing until approximately 1 March 2020**

Weeks Marine hydraulic dredge “Borinquen” will perform maintenance dredging in the Mason Inlet excavation area and the Atlantic Intracoastal Waterway (AIWW), New Hanover County NC.

**Work limits for the borrow area at “Mason Inlet”**

- 34°15'0.84"N, 77°46'54.99"W
- 34°14'49.86"N, 77°46'24.07"W
- 34°14'33.53"N, 77°45'51.30"W
- 34°14'24.21"N, 77°45'58.54"W
- 34°14'33.53"N, 77°45'51.30"W
- 34°14'53.55"N, 77°47'1.51"W

**Once underway, dredging operations will continue on a twenty-four (24) hours per day, seven days per week basis.** The dredge will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made.

**Chart 11539, 11541**

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NC – Intracoastal Waterway – Myrtle Grove Sound to Little River – Carolina Beach Crossing – Dredging

**Goodloe Marine dredge “Tenacious” will be conducting dredging operations on the AIWW at Browns Inlet crossing in North Carolina until approximately 1 Apr 2020.**

Shoal material will dredged and pumped thru an 18” pipeline, which will extend from the AIWW channel to a beach placement area on Onslow Beach. Mariners are cautioned to proceed slowly past the dredging area since the dredge, workboats, barges, pipelines, cables and buoys will be in and out of the channel. The dredge can be contacted on channel 16 and 65 for passing instructions. For additional information, contact Ben Goodloe at 813-355-7494.

**Charts 11541**

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NC – Cape Fear River – Bald Head Shoal Reach – Dredging

Great Dredge and Dock Company will be conducting dredging operations in the Bald Head Reach Channel in the Cape Fear River from 1 Apr to 30 Apr 2020. The hopper dredge TERRAPIN will be monitoring VHF-FM channels 5, 13 and 16.

**Chart 11537**

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NC – Cape Fear River – Oak Island Channel – Coast Guard Basin – Dredging

Goodloe Marine's dredge BETTIE G will be dredging the Oak Island, North Carolina Coast Guard basin channel on or about March 27 until April 15, 2020. Mariners are cautioned at the dredge, barges, pipelines, anchors, buoys and other equipment that will be located in and out of the channel. Vessels that can pass dredge can contact the dredge on Channel 16 or 65. Any further information please contact Ben Goodloe on 813-355-7494.

**Chart 11537**

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NC – Cape Fear River – Port of Wilmington – Dredging

Orion Marine Construction, Inc will be conducting dredging operations north of the Port of Wilmington, General Cargo Terminal Berth 1, east of the channel and turning basin until Mar 2020. The dredge and approximately 100 ft radius around the dredge will be surrounded by an anchored floating turbidity curtain. Loaded scow barges will be transporting dredge material from the east side of turning basin to west side via tugboats. For questions or more information, contact John Vannoy at 813-205-6352.

**Chart 11537**
SUMMARY OF MARINE EVENTS AND FIREWORKS DISPLAYS IN THE FIFTH COAST GUARD DISTRICT

NEW OR UPDATED INFORMATION
New, updated or very important information in this enclosure will be highlighted in yellow.

MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – SEVERN RIVER – SAILING REGATTA
An annual sailing regatta is scheduled to occur in the Chesapeake Bay near the mouth of the Severn River on April 11, 2020, between 10 a.m. and 5 p.m. Approximately 20 auxiliary sail boats (24-52 feet in length) of various classes will compete on drop mark-type courses within two designated race areas located (1) between Tolly Point and Thomas Point, and (2) between Hackett Point and Tolly Point. Information on this “NASS Spring Race” event is available at website https://www.regattanetwork.com/event/20004. Interested mariners can contact the Naval Academy Sailing Squadron Race Committee on board the 44-foot Signal Boat "NA-23" via marine band radio VHF-FM channels 16 and 78. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693. Charts 12270, 12263

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SAILING REGATTA
An annual sailing regatta is scheduled to occur on the Patapsco River on April 11, 2020, between 11 a.m. to 5 p.m. Up to 25 sail boats (20 to 40 feet in length) of various classes and fleets will compete in a pursuit-type race along a designated course located between the Inner Harbor and the Francis Scott Key Memorial (I-695/Baltimore Beltway) Bridge at Baltimore, MD. More information on the Baltimore City Yacht Association Icebreaker 2020 event can be obtained at website https://www.bcya.com. Interested mariners may contact the race committee boat via marine band radio VHF-FM channel 72. For any comments or questions contact Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693. Charts 12278, 12281

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SAILING REGATTA WEEKLY SERIES
An annual weekly sail boat racing series is scheduled to occur on the Patapsco River each Tuesday evening during April 14, 2020-September 1, 2020, between 5:30 p.m. and 9:30 p.m. Up to 25 sail boats in three fleets (20 to 40 feet in length) will compete in a single race along a designated course located between the Fort McHenry National Monument and Historic Shrine and the Francis Scott Key Memorial (I-695) Bridge, at Baltimore, MD. More information on the Baltimore City Yacht Association Tuesday Night Series can be obtained at website https://www.bcya.com. Interested mariners may contact the race committee on marine band radio VHF-FM channel 72. For any comments or questions contact Coast Guard Sector Maryland-NCR, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693. Chart 12281

DC – POTOMAC RIVER – UPPER POTOMAC RIVER – ANACOSTIA RIVER – FIREWORKS DISPLAY SAFETY ZONE
An aerial fireworks display is scheduled to occur on the Anacostia River on April 17, 2020, following an evening Major League Baseball game, at approximately 10 p.m. As described in 33 CFR section 165.506, a safety zone is established for all waters of the Anacostia River within a 150 yard radius of the fireworks barge in approximate position latitude 38°52′30″ N., longitude 077°00′16″ W., located near the Washington Nationals Ball Park. The safety zone will be enforced from 9 p.m. to 11 p.m. on April 17, 2020. The fireworks barge will have a diamond shaped sign 4 feet by 4 feet with a 3-inch orange retro reflective border affixed to the port and starboard sides of the barge labeled “FIREWORKS—DANGER—STAY AWAY” to provide on scene notice that the safety zone will be enforced on that day; the word “DANGER” shall be 10 inch black block letters centered on the sign with the words “FIREWORKS” and “STAY AWAY” in 6 inch black block letters placed above and below the word “DANGER” respectively on a white background. The general regulations contained in 33 CFR 165.23 apply to this fireworks safety zone. No person may enter or remain in the safety zone unless authorized by the Captain of the Port (COTP) Maryland-National Capital Region. The COTP Maryland-National Capital Region can be contacted by telephone at (410) 576–2525 or by marine band radio on VHF–FM Channel 16. All persons and vessels shall comply with the instructions of the Coast Guard COTP, Coast Guard Patrol Commander or the designated on-scene-patrol personnel. Upon being hailed by a U.S. Coast Guard vessel by siren, radio, flashing light or other means, the operator of a vessel shall proceed as directed. All Coast Guard vessels enforcing this zone can be contacted on marine band radio VHF–FM Channel 16. Other Federal, State and local agencies may assist these personnel in the enforcement of the safety zone. Comments or questions should be directed to Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693. Chart 12289

VA – CHESAPEAKE BAY – HAMPTON ROADS HARBOR
CCV Racing will be sponsoring the 2020 Tune-Up handicap sailboat races occurring within Hampton Flats, north of the Newport News Channel in the vicinity of Newport News, VA. This event will take place beginning at 10 a.m. and ending at 4:30 p.m. on April 5, 2020. Mariners are requested to use caution and bare steerage when transiting the area. Chart 12245

VA – CHESAPEAKE BAY – HAMPTON ROADS HARBOR
CCV Racing will be sponsoring the CCV Racing 2020 Spring Series handicap sailboat races occurring within Hampton Flats, north of the Newport News Channel in the vicinity of Newport News, VA. This event will take place beginning at 10 a.m. and ending at 4:30 p.m. on the following dates: April 19, April 26, and May 3, 2020. Mariners are requested to use caution and bare steerage when transiting the area. Chart 12245

VA – LAKE ANNA – PLEASANTS LANDING MARINA
Kinetic Endeavors will be sponsoring the 2020 “Rumpus in Bumpass” Triathlon on Saturday April 25, 2020 on Lake Anna at Pleasants Landing Marina in Bumpass, VA. This event will involve over 750 participants swimming two separate courses intermittently from 9:00 a.m. until 11:00 a.m. All recreational craft operating in the vicinity of the scheduled swimming portion of the triathlon are requested to use caution and maintain a minimum safe distance from the swim participants and on-scene support craft. Chart N/A
Main Survey Area and Cable Corridor
PART 26—VESSEL BRIDGE-TO-BRIDGE RADOTELEPHONE REGULATIONS

Revise the authority citation for part 26 to read as follows:

§ 26.08 [Amended]
In § 26.08(a), remove the text “Marine Safety, Security and Environmental Protection” and add, in its place, the text “Prevention Policy”.

PART 80—COLREGS DEMARCATION LINES

In § 80.750, revise paragraphs (b) and (f) to read as follows: § 80.750 Sanibel Island, FL to St. Petersburg, FL.

(b) A line drawn across the Charlotte Harbor entrance from position latitude 26°42.18′ N, longitude 070°41.2′ W to Port Boca Grande Light.

(f) A line drawn from position latitude 27°17.89′ N, longitude 082°33.55′ W to the southernmost extremity of Lido Key (position latitude 27°17.93′ N, longitude 082°33.99′ W).

In § 80.753, revise paragraphs (a) and (d) to read as follows: § 80.753 St. Petersburg, FL to the Anclote, FL.

(a) A line drawn across Blind Pass, from the seaward extremity of the Long Key jetty to the seaward extremity of the Treasure Island jetty.

(d) A line drawn from the northernmost extremity of Honeymoon Island to Anclote Anchorage South Entrance Light 3; thence to Anclote Key position latitude 28°10.0′ N longitude 082°50.6′ W; thence a straight line to position latitude 28°11.1′ N, longitude 082°47.9′ W.

§ 80.810 [Amended]
In § 80.810, remove paragraphs (c) and (d); and re-designate paragraphs (e) through (h) as paragraphs (c) through (f).

PART 81—72 COLREGS: IMPLEMENTING RULES

§ 81.3 [Amended]
In § 81.3, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

§ 81.5 [Amended]
In § 81.5(a) introductory text, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

§ 81.9 [Amended]
In § 81.9 introductory text, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

PART 83—NAVIGATION RULES

§ 83.24 [Amended]
In § 83.24(h), after the words “exhibit the lights”, add the words “or shapes”.

§ 83.26 [Amended]
In § 83.26(f)(i), remove the word “around” and add, in its place, the word “round”; in § 83.26(f)(ii)(B), remove the text “(a)” and add, in its place, “(f)(ii)(1)”.

§ 83.27 [Amended]
In § 83.27(d)(iv)(1)(B) and (d)(iv)(2)(A), remove the word “around” and add, in its place the word “round”.

PART 89—INLAND NAVIGATION RULES: IMPLEMENTING RULES

§ 89.3 [Amended]
In § 89.3, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

§ 89.5 [Amended]
In § 89.5(a) introductory text, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

§ 89.9 [Amended]
In § 89.9 introductory text, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

§ 89.27 [Amended]
In the section heading to § 89.27 and paragraphs (a) and (b), remove the text “24(i)” and add, in its place, the text “24(j)”.

PART 161—VESSEL TRAFFIC MANAGEMENT

§ 161.2 [Amended]
Amend § 161.2 as follows:

a. Remove the word “sector” wherever it appears, and add, in its place, the word “zone”;
b. Add definitions in alphabetical order for “Center” and “Published”;
c. In the definition of “Vessel Traffic Service Area or VTS Area”, remove the word “sectors” and add, in its place, the word “zones”;
and
d. In the introductory text of the definition of “VTS User”, remove the word “area” and add, in its place, the word “Area”.

§ 161.2 [Amended]
Amend § 161.2 Definitions - with additions to read as follows:

Center means a Vessel Traffic Center or Vessel Movement Center.

Published means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

Under VTS User Re-designate (a) – (b) as (1) – (2); add (3) Equipped with a required Coast Guard type-approved Automatic Identification System (AIS).

§ 161.4 Requirement to Carry the Rules. [Amended]
Re-designate the note at the end of the section as Note 1 to § 161.4 and revise it to read as follows:

Note 1 to § 161.4: These rules are contained in the applicable U.S. Coast Pilot, the VTS User’s Manual which may be obtained by contacting the appropriate VTS or downloaded from the Coast Guard Navigation Center website (https://www.navcen.uscg.gov).

§ 161.5 [Amended]
In § 161.5(b), remove the text “VTS Director” and add, in its place, the text “VTC”.

§ 161.12 [Amended]
Amend § 161.12 in Table 1 to § 161.12(c) as follows:

a. In entry (10)(ii) – Seattle Traffic, in the “Monitoring area” column, remove the words “Strait of Juan de Fuca” and add, in their place, the words “Salish Sea”;
b. In entry (12) – St. Marys River, remove the text “Mary’s” wherever it appears and add, in its place, the text “Marys”; and
c. In Note 6, remove the word “sector” and add, in its place, the word “zone”.

§ 161.70 [Removed and Reserved]
Remove and reserve § 161.17.

PART 161—VESSEL TRAFFIC MANAGEMENT (continued)

§ 161.55 [Amended]
Amend § 161.55 by revising paragraph (c)(3) to read as follows:

§ 161.55 Vessel Traffic Service Puget Sound and the Cooperative Vessel Traffic Service for the Juan de Fuca Region.

(c) ***
(3) A vessel of less than 100 meters in length is exempt from the provisions set forth in § 161.13(b)(3) of this part.

§ 161.70 [Amended]
In entry 4 to the Table to § 161.70(d) and entry 3 to the Table to § 161.70(f), remove the word “Sector” and add, in its place, the word “Zone”.

Questions may be directed to the Office of Navigation Systems at CGNAV@uscg.mil.